

PETER'S CHOCOLATES.
The Proof of
PETER'S
is in the Eating

The China Mail.

ESTABLISHED 1845

M. MUMEYA
JAPANESE PHOTOGRAPHER
All kinds of Photographs
Work done in latest style
Developing and Printing
AMATEUR & PROFESSIONAL
41, QUEEN'S ROAD
CENTRAL

No. 15,512.

號六十月正年三十一百九千一第

HONGKONG, THURSDAY, JANUARY 18, 1912.

壬子年十二月廿八日

PRICE, 88.00 Per Month.

TRY -

**WATSON'S
FORMAZONE**

A MOST REFRESHING AND
STIMULATING BEVERAGE.

A. S. WATSON & Co., Ltd.
AERATED WATER
MANUFACTURERS.

- POPULAR -

ASAHI BEER



OBTAINABLE EVERYWHERE.

SOLE AGENTS:

Mitsui Bussan Kaisha.

Hongkong, January 8, 1912.

TROOPS REVOLT AT CHEFOO.

Marines Landed From the Warships.

It is reported from Chefoo that a serious disturbance among the troops took place at Chefoo on the 5th inst. Most of the troops, who enlisted in Manchuria and had been sent to Shantung Province, were recently disbanded, only three regiments being kept on. On the 5th the wages of the remaining troops were to be paid and they were to be also disbanded, but some of the officers dissatisfied with the order instigated the soldiers to attack the Commandant's quarters at Chefoo at 3.40 p.m. and made the commandant and paymaster prisoners. A party of troops seized the money kept in the safe, and possessed themselves of arms and ammunition, whilst others raided the commercial houses in the city and set fire to them. The fire was not got under control until 6 p.m. At about 6 p.m. the Chinese warships landed marines to protect the foreign settlement. The mutineers fled from the city and their whereabouts are unknown at present. A later message states that about one thousand Manchurian troops, who were having the mutineers at Chefoo, concealed themselves in the city, and when a party of 1,500 Government troops made preparations to attack them and had stationed armed parties at seven different points in the city, for some time, anxiety was felt that street fighting might take place but nothing happened. The reason why the Government decided to suddenly disband the remaining troops, is said to be because they were aware that two regiments intended to return to Manchuria before they were disbanded, and join the Royal Party in Manchuria with the arms and ammunition in their possession.

BEST MEDICINE MADE

THERE is no better medicine made for colds than Chamberlain's Cough Remedy. It acts on nature's plan, relieves the lungs, opens the sore throat, acts expectorant, and restores the system to healthy condition. For sale by all Chemists and Druggists.

BUSINESS NOTICES.

**PETER'S
CHOCOLATES**

ON SALE AT
CAFE WEISMANN.

A PRIZE COMPETITION will shortly be started

Save Your Wrappers.

The CONDITIONS of the COMPETITION will be announced later in this space.

WRAPPERS will be required as COUPONS.

**WARD OFF THE COUGH
WITH
CRUICKSHANK'S
COUGH-BALSAM.**

It soothes the inflamed lungs and bronchial tubes, cures the cough and gives strength against future attacks.

\$1.00 per bottle.

PREPARED ONLY BY THE

VICTORIA DISPENSARY,
32, Queen's Road Central, Hongkong.

NEW ESTABLISHMENT

1st NOVEMBER

SAN KWOK MAN & CO.

HIGH CLASS TAILORS, DRAPERS AND OUTFITTERS.

DEALERS IN CHINESE-MADE FANCY GOODS, EMBROIDERY, CHINA-WARE, ETC.

IMPORTERS AND EXPORTERS.

ALL GOODS AT FIXED PRICES.

Nos. 136 & 138, QUEEN'S ROAD CENTRAL, HONGKONG.

Telephone No. 1311.

Hongkong, October 28, 1912.



NOTICE.

IT IS HEREBY NOTIFIED THAT SEALED TENDERS, which should be clearly marked "Tender for Lease of part of Old Supreme Court Building," will be received at the Colonial Secretary's Office until noon of FRIDAY, the 24th January, 1912, for the lease of certain rooms on the Ground Floor and in the Basement of the Old Supreme Court Building. Each Tender must be accompanied by a receipt to the effect that the tenderer has deposited in the Colonial Treasury a sum of Five hundred dollars (\$500) as a pledge of the bona fides of his offer which sum shall be forfeited to the Crown if the tenderer refuses to carry out his tender and comply with the conditions hereinafter contained. Particulars of the terms of lease, &c. may be obtained on personal application at the Office of the Director of Public Works. The Government does not bind itself to accept the highest or any tender.

W. CHATHAM,
Director of Public Works.

Public Works Office,
Hongkong, January 11, 1912.

FONG KAY,

HAIR DRESSING SALOON,
RAZORS SHAVES AND SET,
No. 54, WELLINGTON STREET,
HONGKONG.

Graduated in America at the Moler
System of Colleges.

GIVE US A TRIAL
THE BEST BARBER IN TOWN.

The American New Style Chair.
Hongkong, August 19, 1912.

SINGON & CO.

ESTABLISHED A.D. 1880.

IRON, STEEL, METAL AND HARD-
WARE MERCHANTS. Wholesale
and Retail Ironmongers. Pig Iron and
Foundry Cast Iron. General Store,
Lamp and Stationery. Nos. 28 and
27, HING LOOY STREET, (Old Street) West
of Central Market, Telephone No. 515.
Hongkong, September 1, 1912.

BUSINESS NOTICES.

**P. & O.
Steam Navigation Co.**

HOMEWARD PASSENGER SEASON 1912.

S.S. 'INDIA' (8,000 Tons)

CAPTAIN G. W. GORDON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON
DIRECT WILL LEAVE HONGKONG ON MARCH 29th, 1912, CALLING
AT STRAITS, COLOMBO, ADEN, EGYPT, MALTA, MARSEILLES AND
GIBRALTAR, AND IS DUE TO ARRIVE AT:-

MARSEILLES APRIL 20th.

LONDON MAY 3rd.

The Accommodation in this Vessel is at the
entire disposal of Passengers from the Far East.

FARES TO LONDON:-

1st SALOON £71.10 SINGLE: £108.14 RETURN.

2nd £48.8 £72.12

Fitted with the Marconi System of Wireless Telegraphy.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, September 2, 1912.

THE

LEEDS FORGE CO., LD., LEEDS.

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description

Pioneers in the design and manufacture of

PRESSED STEEL UNDERFRAMES AND BOGIES AND ALL-STEEL
RAILWAY WAGGONS.

The undersigned have been appointed Sole Agents in Hongkong and China

**The Taikoo Dockyard and Engineering
Co. of Hongkong, Ltd.**

AGENTS, BUTTERFIELD & SWIRE

Hongkong, October 3, 1911.

**WEISMANN'S
BEST GROUND COFFEE**

Always Fresh.

75 cents per 1 lb. tin.

40 cents per 1 lb. tin.

Hongkong, July 20, 1910.

THE HONGKONG HOTEL.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY
A LA CROUTE GRILL ROOM.

J. H. TAGGART, Manager.

PEAK HOTEL.

ADAMIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

Open to the South Winds in Summer and protected from the North-east Winds in
Winter. Commanding a magnificent view of Hongkong, the harbour and adjacent
island for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.
Terms - From \$5 per day. Meas. 4, Des Vaux Road.

Hongkong, February 8, 1908.

GRAND HOTEL.

NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION
AND CLEANLINESS.

CUISINE UNDER EUROPEAN SUPERVISION.

ELECTRIC LIGHT & FANS THROUGHOUT.

F. REICHMANN, Proprietor.

ASTOR HOUSE HOTEL

(LATE CONNAUGHT HOTEL).

QUEEN'S ROAD CENTRAL.

CENTRALLY situated, up-to-date Hotel. Recently renovated and under entirely
New Management. Large and comfortable Rooms. Excellent Cuisine, under the
supervision of an experienced French Chef.

PARTICULARS AND RATES on application to PROPRIETORS.

THE GRAND CARLTON HOTEL

An Ideal Family Hotel, where Living is a Real Pleasure.

FIRST CLASS IN EVERY RESPECT. CONVENIENTLY SITUATED. ALL MODERN COMFORT

Noted for its First Class Cuisine and Perfection of Service.

Under the Personal Management of

G. E. OWAN,

MANAGER, GRAND

HONGKONG.

BUSINESS NOTICES.

**GREEN ISLAND CEMENT CO., LD.
Portland Cement**

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co.,

GENERAL MANAGERS

FAIRALL & CO.

No. 2, PEDDER STREET.

Telephone 611

New Dress Materials Newest designs & Shades
Golfers and Caps do.

American Shoes

FOR DAY AND EVENING WEAR.

EVENING AND BALL GOWNS

AT A GREAT REDUCTION.

MEE CHEUNG

ART PHOTOGRAPHER

ICE HOUSE STREET,

BRANCH OPPOSITE CITY HALL.

Fashionable Xmas and New Year Cards.

LATEST SELECT VIEWS OF HONGKONG AND CANTON.

PARIS TOILET.

No. 15, QUEEN'S ROAD CENTRAL.

(Under Astor House Hotel).

LARGEST LADIES' AND GENTS' HAIRDRESSING SALOON
IN THE FAR EAST.

LARGE STOCK OF PERFUMERY AND TOILET
REQUISITES BY FIRST-CLASS
MANUFACTURERS.

JUST ARRIVED FROM PARIS.

J. O. Seplien, Proprietor.

KELLY & WALSH, LTD.

NEW BOOKS.

A Serious Business Proposition, or The Remarkable Revelations of a Hongkong Man	3.00
Modern Marriage and How to Bear it, M. C. Brady	2.00
Fishes for Play and Work, Eusebio Miles80
The Malay Peninsula, Arnold Wright and T. H. Reid	8.00
Through Shen-Kan, Clark & Soverby 1910	19.50
The Holy War in Tripoli, O. F. Abbott A Modern History of the English People, R. H. Grenville	0.00
Marriage and the Sex Problem, F. W. Foerster	4.00
Homes and Haunts of John R. Kim, S. E. T. Cook	18.00
Arms and Ammunition, Marion The Malthusian Limit, Edward Isaacson	2.75
In the Shadow of the Bath, Anany Tal of	14.50
The Arabs in Tripoli, Alan Osler	8.00
The Inferno, August Strindberg	2.00
Studies and Appreciations, Darrell Figgis. A Volume of Essays	4.00
Four and other Essays, Anon.	2.75
Sex and Society, Lucy B. Bartlett (The Land that is Desolate (Palestine), Sir Frederick Treves	7.00
Dogs and their Masters, Marion Campbell	4.00
John Foster and his Friendships, Renton	8.00
Summer Days in Shakespeare Land, Chas. G. Harper	5.00
Prehistoric Times, Lord Avebury, 6th edition revised	6.00
Everybody's St. Francis, Egan Germany and the Next War, Bernhard Romanic Trials of Three Centuries, Hugh Childers	10.00
The Note-Books of Samuel Butler (1835-1902)	5.00
Character and Life, edited by Percy Parker	5.00
When Every Tree was Green, G. F. Brady	2.00
Suns Questions of the Day, Wace	6.50
The Nature of Woman, Lionel Taylor Winning Post Annual	2.75

TECHNOLOGY.

Cancer, Problem of its Genesis and Treatment, Forbes Ross	4.00
Surgery of the Mouth & Jaw, Blair Industrial and Manufacturing Chem- istry Organic, Martin	16.00
Textile Design and Colour, Watson	5.00
The Design of Simple Steel Bridges, Osborne	1.00
Gas Engines, Examples, Whitman	4.00
Auditing, Accounting and Banking Dowler and Harris	4.00
The Law of Powers of Attorneys and Proxies, Clair Mackenzie	4.00

BY SPECIAL

APPOINTMENT

THE KING OF CHAMPAGNES

POMMERY

The Champagne of Kings.

SEC AND EXTRA SEC

SOLE AGENTS

CALBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS

INTIMATIONS

G. FALCONER & CO., LTD.,

HAVE RECEIVED A LARGE SELECTION OF
FINE ENGLISH JEWELLERYCONSISTING OF
DIAMOND RINGS, BROOCHES, PENDANTS,
BRACELETS, GOLD XPANSO
WATCH-BRACELETS, etc., etc.

ENGLISH SILVERWARE.

HOTEL MANSIONS: OPPOSITE GENERAL POST OFFICE

WING KEE & CO.,

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, OIL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL
FRANCISCO TSE YAT, General Manager.

Hongkong, August 12, 1908.

WE solicit your kind patronage of our leading blends of
WINES AND SPIRITS.

ONLY the very best kept at prices that astonish our rivals.

A trial will convince you that THE HOUSE that
supplies your needs is the

WING ON CO.,

TELEPHONE 189. CONNAUGHT ROAD.
Hongkong, August 15, 1910.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two slipways and can accommodate any craft
of 300 feet long.
Town Office, 48, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 4 & 5.
Shipyards, Shum-Sui-Po, Kowloon, Hongkong. Telephone No. K. 9.
Estimates furnished on application.
WONG PING WA, Manager.
Hongkong, April 1, 1912.

WHITE ANTS.

AVENARIUS CARBOLINEUM
THE BEST

WOOD PRESERVATIVE.

30 YEARS' SUCCESS

THE ONLY EFFECTIVE AND
LASTING PROTECTION
AGAINST

WHITE ANTS.

GOVERNMENTS AND OTHER TESTIMONIALS.

SOLE AGENTS: MELCHERS & CO.

MARIE BRIZARD AND

ROGER'S

FINE LIQUEURS AND
BRANDIES.AGENTS:
A. S. WATSON & Co., Ltd.,
WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

Hongkong, January 11, 1912

THE CHINA MAIL, LTD

UNDERTAKES
ALL SORTS OF ARTISTIC JOB-PRINTINGsuch as:
INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT
PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPECT-
USES, WINE LISTS, ETC., ETC., ETC.

Obtain quotations from.

THE CHINA MAIL OFFICE
5, Wyndham Street.

European Supervision

Moderate Price.

INTIMATIONS

MITSU BISHI COSHI KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA
STIMA, OCHI, MUTABE, YO-
SHINOTANI, KISHIDAKE, HOJO,
KANADA, NAMAKUTA, SAYO,
SHINNEW and KAMIYAMADA
Collieries.AGENTS for SAKITO, & OYUBARI
COALS.HEAD OFFICE:—TOKYO.
BRANCH OFFICES:—
Nagasaki, Moji, Karatsu,
Wakamatsu, Otaru, Muroran,
Kobe, Osaka, Shanghai,
Hongkong, Hankow.TE. ADDRESSES for above: IWASAKI.
Codes:—A1, ABO 5th Ed., Western Union.

AGENCIES:

YOKOHAMA: M. Asada, Esq.
CHINKIANG: Messrs Gearing &
Co.MANTILA: Messrs Macondray &
Co.SINGAPORE: Messrs Borneo Co
Ltd.For particulars, apply to
Y. SHIBUYA,
Manager,
No. 3, FRANKLIN STREET,
HONGKONG.THE HONGKONG LAND RECLAMA-
TION COMPANY, LTD.NOTICE IS HEREBY GIVEN that the
TWELFTH ORDINARY MEETING
of SHAREHOLDERS in the Com-
pany will be held at the Company's Office,
Victoria Buildings, on MONDAY, the 27th
January, 1913, at 11.30 A.M., for the
purpose of receiving the Report of the Directors
together with a Statement of Accounts for
the year ending 31st December, 1912.The REGISTER of SHARES of the
Company will be CLOSED from MON-
DAY, 20th, to MONDAY, 27th January,
1913 (both days inclusive), during which
period no transfer of Shares can be regis-
tered.By Order of the Board of Directors,
E. BRUCE SHEPHERD,
Acting Secretary.
Hongkong, January 13, 1913.THE WEST POINT BUILDING
COMPANY, LTD.NOTICE IS HEREBY GIVEN that the
TWENTY-FIFTH ORDINARY
MEETING of SHAREHOLDERS in this
Company will be held at the Company's
Office, Victoria Buildings, on MONDAY,
the 27th January, 1913, at 11.45 A.M., for
the purpose of receiving the Report of the
Directors together with a Statement of
Accounts for the year ending 31st Decem-
ber, 1912.The REGISTER of SHARES of the
Company will be CLOSED from FRIDAY,
17th to MONDAY, 27th January, 1913,
(both days inclusive), during which period
no transfer of Shares can be registered.By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Acting Secretary to
THE HONGKONG LAND INVESTMENT &
AGENCY CO., LD.General Agents for
THE WEST POINT BUILDING CO., LTD.
Hongkong, January 10, 1913.THE HONGKONG LAND INVEST-
MENT & AGENCY COMPANY,
LIMITED.NOTICE IS HEREBY GIVEN that the
TWENTY-FIFTH ORDINARY
MEETING of SHAREHOLDERS in this
Company will be held at the Company's
Office, Victoria Buildings, on MONDAY,
the 27th January, 1913, at 11.45 A.M., for
the purpose of receiving the Report of the
Directors together with a Statement of
Accounts for the year ending 31st Decem-
ber, 1912.The REGISTER of SHARES of the
Company will be CLOSED from FRIDAY,
17th to MONDAY, 27th January, 1913,
(both days inclusive), during which period
no transfer of Shares can be registered.By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Acting Secretary.HONGKONG, CANTON AND MACAO
STEAMBOAT COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY
MEETING of SHAREHOLDERS in the Company will
be held at the Office of the Company,
Hotel Mansions, on TUESDAY, the 22nd
FEBRUARY, at 12 o'clock Noon, for the
purpose of receiving a Report of the
Directors, together with a Statement of
Accounts, declaring a Dividend and elect-
ing Auditors.The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 23rd January
to the 11th February, both days inclusive.
By Order of the Board of Directors,
W. E. CLARKE,
Secretary.

Hongkong, January 12, 1913.

"CAPSTAN"
For Flavour. NAVY CUT For Quality.

THE SEA AS A PROFESSION.

The following communication has been
addressed by a ship's officer to the
Secretary of the Imperial Merchant Ser-
vice Guild:—
"I was greatly interested in the
articles you sent to the Press concerning
the sea as a profession, and the appren-
ticeship serving in the firm of Messrs. W.
Hume and Company. I would like
to say a few words about this matter
myself. Eight years ago I was appren-
ticed to a North-East Coast Steamship
Company and for four years I had to
share for forty sovereigns doing exactly
the same work as a sailor and getting
the same food. However, I wired into
it and was successful in getting my chief
officer of a 6,000-ton steamer which posi-
tion I held for eighteen months and left
to go up for my master's certificate. I
was successful, being then 24 years of
age.""I then began to take sea life into
serious consideration and being sick and
tired of the watch and watch system,
and not getting much time at home, I
resolved to try some of our crack com-
panies and eventually was appointed as
third officer in a large firm where good
food and decent accommodation were
given. Of the former I could not com-
plain, but when we arrived in port I was
kept continually busy. I was expected
to be smartly dressed in my own uniform,
and climb up and down dirty ships holds
and tally cargo all the time cargo was
being worked. This was carried on night
and day, Sundays as well, and no even-
ing paid. Last November we arrived
in Liverpool, and the system of leave
came into operation, i.e., the second and
third officers take 24 hours alternatively.
I found myself a stranger in Liverpool
in charge of a ship with no food provided,
all heating apparatus was off, and unable
to sleep owing to the rattling of steam
winches and a hundred men or so tramp-
ing and shouting throughout the whole
of the night.""The next day was my day off, but
where could I go? I could only tramp
the streets, but I was glad to get away
from the ship for a few hours. On
Saturday night I laid in a supply of pro-
visions intending to cook them myself
on the Sunday. When Sunday morning
arrived, greatly to my surprise the ship
was taking in bunker coal. The galley
funnel was unshipped and the fire out,
and throughout the good Sabbath day the
vessel was wrapped in a cloud of coal
dust. I went without food all that day,
but the day following I did justice to
breakfast, dinner, and tea on shore, but
found that it exhausted my whole day's
pay.""So I have decided if I can get an
opportunity to find a position on shore,
I will willingly serve as a clerk, take
charge of a river launch, or any other
suitable situation, so long as I can make
from 35/- to 40/- per week. I am 25 years
of age, hold a master's certificate, a total
abstainer, and have a clean record, and
would be very glad if you could assist
me to obtain employment on shore."The death has taken place at Bath of
Vice Admiral John George Mosley Field,
aged sixty-three. Vice-Admiral Field was
the elder son of the late Capt. John Bos-
quet Field, R.N., and brother of Vice-
Admiral Sir Arthur Mosley Field, for-
merly Hydrographer of the Navy. As
Lieutenant of the Sultan he was present at
the bombardment of Alexandria, 1882, and
received the Egyptian medal with clasp
and the Khedive's bronze star. He was
promoted to vice-admiral on the Retired
List in 1910. As Capt. J. G. M. Field
this officer, says the Singapore Free Press,
was well-known in the Straits, having been
engaged for a considerable time in Admi-
rality survey work in the Straits of Ma-
lacca. He was married in Penang whilst
his bride came to meet him. Admiral
Field was latterly in charge of the Hydro-
graphical Department at the Admiralty.The messenger Bruning, of the
Dredner Bank, who defrauded them of
m. 200,000 in June last and then fled to
America, has been arrested at Winnipeg.
The thief took with him only m. 20,000,
while the other m. 180,000 have been
buried at Engter on the river Rhine, the
domestic of his relatives and wife, who
have also been taken into custody. Of the
buried sum already m. 67,000 have been
found, and it seems practically assured that
the rest of the money will also be restored.
Bruning is to be brought to Europe.The death has taken place at Bath of
Vice Admiral John George Mosley Field,
aged sixty-three. Vice-Admiral Field was
the elder son of the late Capt. John Bos-
quet Field, R.N., and brother of Vice-
Admiral Sir Arthur Mosley Field, for-
merly Hydrographer of the Navy. As
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engaged for a considerable time in Admi-
rality survey work in the Straits of Ma-
lacca. He was married in Penang whilst
his bride came to meet him. Admiral
Field was latterly in charge of the Hydro-
graphical Department at the Admiralty.As evidencing the faith which the
East Asiatic Company, of Copenhagen,
has in the future of the marine oil engine
for long voyage vessels, it may be men-
tioned that, including the motor ships
running, those now building or on order,
and others being converted from steam,
this Danish enterprise will so on a rep-
resentative fleet of twelve motor ships.
The pioneer, *Skandia*, built at Copenha-
gen, and the *Clyde*, built at Jutlandia, are
now in regular service. At Copenhagen
there is building a third motor ship to take
the place of the *Finis*, sold to the Han-
burg-American Line, and now known as
the *Christen X*. Two further 10,000-ton
motor ships are building for the company
at Copenhagen, and two others, of the
same type as the *Skandia*, have been
ordered from Messrs. Harland and Wolff.
Two more 10,000-ton vessels will remain
to be placed. Finally, the East Asiatic
Company are converting three of their
steamers into motor vessels, and this work
is being carried out on the *Clyde*. All
these twelve vessels have, as will have
been noted, Diesel engines of the latest type.The Man Who
Gets ThereIs the man who has blood—
real rich red blood and
plenty of it—in his body.
WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUND
makes blood—lots of it—life
giving, brain nourishing,
strength replenishing blood.OF ALL CHEMISTS
Prices: \$1.25 and \$2.50.

We now manufacture the new IN-
VISIBLE bifocal lens for near and
distant vision. No cement to blister,
no annoying dividing lines.

CLARK & Co.
SCIENTIFIC OPTICIANS
YORK BLDGS. CHATER RD.
HONGKONG

YES SCIENTIFICALLY EXAMINED
WE GUARANTEE SATISFAC-
TION.

Hongkong, January 9, 1913.

Intimations

THEATRE ROYAL
RETURN VISIT OF THE EMINENT
ACTOR
ALLAN WILKIE
AND FULL LONDON COY.
INCLUDING
THE TALENTED ACTRESS
MISS FREDISWYDE
HUNTER-WATTS.

TO-NIGHT TO-NIGHT
JANUARY 16th
Mrs WARREN'S PROFESSION.

LAST NIGHT: JANUARY 17th
TRILBY.

Curtain at 9.15 P.M. Sharp.
PRICES: \$3.50, \$3, \$2 & \$1.
Soldiers and Sailors in uniform Half-price.
Booking at MOUTRIE'S,
and 5 to 8 p.m. at the Hongkong Hotel.
Hongkong, December 21, 1912. 1605

THE CHINESE ENGINEERING AND
MINING COMPANY, LTD.
(INCORPORATED 27th JUNE, 1912).

NOTICE IS HEREBY GIVEN that the
SHARE CERTIFICATES and the
SHARE WARRANTS to Bearer of the
Old Company can now be exchanged for
those of the new Chinese Engineering and
Mining Company, Limited.
The Registered Certificates will be ex-
changed at the Transfer Office of the
Company, No. 26, Austin Friars, London,
E.C.4, and may be lodged at the Office of
the Company in Tientsin to be forwarded
to London for this purpose.
The Share Warrants to Bearer of the
Old Company can be exchanged at the
Office of the Company in Tientsin. The
Share Warrants with Coupons Nos. 19 and
20 attached must be left at the Company's
Office for examination, and if found to be
in order the Share Warrants of the new
Company will be ready for delivery after
28 days or as soon thereafter as possible on
payment of the charges incurred by the
Company.
By Order of the Board,
W. S. NATHAN,
Agent & General Manager.
Hongkong, January 13, 1913. 50

FISH! FISH!
We have just received
DIRECT FROM ENGLAND
A New Shipment of Specially Selected
Smoked
FILLETS
KIPPERS
HADDOCKS.

THE DAIRY FARM CO., LTD.
Hongkong, November 19, 1910. 56

NOTICE.

THE under-named FIRM of TAILORS,
DRAPERS and OUTFITTERS will
commence business from 27th September
at their new establishment next to the
F. & O. Co's premises.
A great variety of GENTLEMEN'S
WEAR and a choice selection of PIECE
and FANCY GOODS from London and
Paris, equal to that of any of the principal
houses in this Colony, are displayed in
their Show Room.
Visitors cordially welcomed.
A trial order for clothing is respectfully
solicited.
A personal visit to our Show Room is
sure to result to mutual advantage.
WING FAT CHEONG,
24, Des Voeux Road Central.
Hongkong, September 27, 1912. 1225

FOR SALE.

ONE FULL SIZE
Burroughs and Watts
BILLIARD TABLE
WITH ACCESSORIES.
Apply to
GEO. P. LAMBERT.
Hongkong, June 7, 1910. 4

MILNERS'
SAFES
AS SUPPLIED TO THE
PRINCIPAL BANKS
AND
BUSINESS HOUSES.
GEO. P. LAMBERT.
Agent.
Hongkong, May 20, 1911. 280

NOTICE

HIGH-CLASS PRINTING
AND
BOOK BINDING
DONE AT
THE 'CHINA MAIL' OFFICE.
BOOKS & PAMPHLETS A SPECIALTY.
Prospectuses, Trade Circulars,
Programmes, Menus, etc., etc.
Artistically Arranged and
Carefully Printed.
Clean Prints, fast, durable, delivery
guaranteed.
You need not be 'duped' by the low
cost of the 'cheap' print.

General Merchants
and
Commission Agents.
HONGKONG, CANTON,
SHANGHAI AND
HANKOW.
S. N. T. S. G.
Sergeant Daniel.
No. 14, D'ARLAN STREET.
TERMS VERY MODERATE
Consultation Free.

INTIMATIONS



The Message of Sanatogen.

"Sanatogen undoubtedly invigorates the nerves—braces the patient to health—brings a new hopefulness and enjoyment of life."

These words, written by Lady Henry Somerset, will come as a stirring message to all who are in that miserable despairing state of mind which is due to weakened nerves and failing health. Such sufferers should seek at once the helpful, uplifting power of Sanatogen.

New Health and Nerve Power.

Over 16,000 qualified practising physicians have testified in writing to the great benefit which their patients have derived from Sanatogen in Nervous and Digestive Troubles, Brain-fag, Insomnia, Poverty of Blood, and various Wasting Diseases.

Sanatogen is unique among tonics because it invigorates the whole system—particularly the nerves and brain—not temporarily, but permanently, and without any harmful effects. In the words of the well-known physician, Dr. Claude L. Wheeler: "Sanatogen is a food—a highly concentrated and very nutritious food—endowed with special tonic properties. It builds up, fortifies and strengthens the cells of the body, because it is a real cell food."

Write to-day for a Free Book.

"The Art of Living" is the title of an interesting book which tells you all about Sanatogen and also contains a great deal of valuable advice on health topics. Write for a Free Copy at once—mentioning this paper—to the manufacturers of Sanatogen, Messrs. A. Wulff & Co., 6, Kinkiang Road, Shanghai, and buy a bottle of Sanatogen to-day—it is sold by all Chemists.

Sanatogen—the Tonic Food.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

PURE Manila ROPE

3 STRAND
1/2" to 15"CABLE LAID
5" to 15"4 STRAND
3" to 10"

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to
Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1912.

WEEKLY NEWS FOR HOME

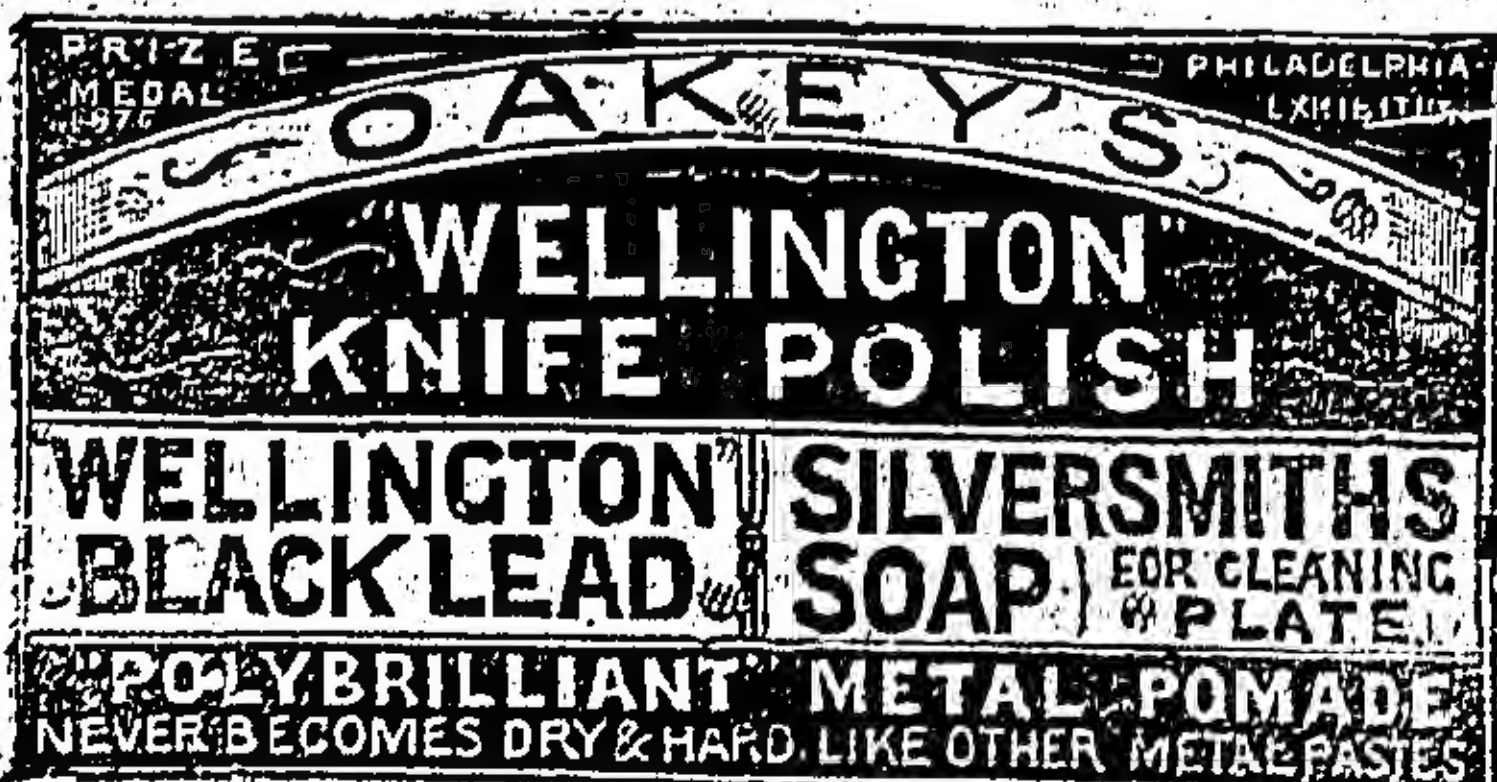
The Overland China Mail

FULL REPORTS.

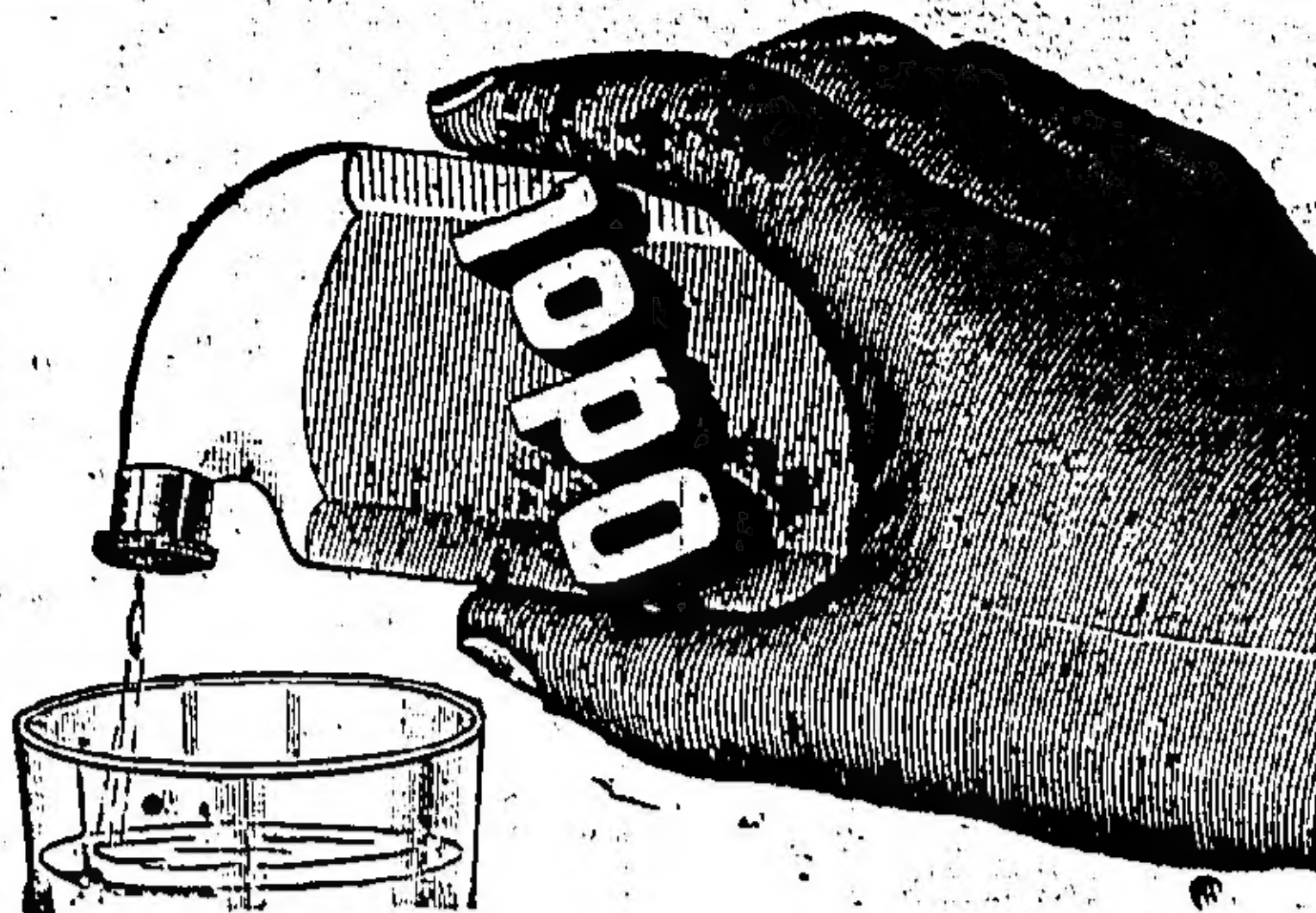
LATEST INTELLIGENCE.

Order before you leave so you may receive it while at home.

Price \$14 per annum including postage. THE CHINA MAIL, Ltd., Wyndham Street.



JOHN OAKLEY & SONS LIMITED, "Wellington, Mills," London.



The date at which

a man first becomes acquainted with Odol marks an epoch in his existence. Because from the time when a man begins to cleanse his mouth regularly with Odol, a new epoch begins for his teeth, an epoch of health, purity and beauty.

TO USE ODOL.—Mix a few drops with water, rinse, and then brush the teeth with it in the ordinary way; gargle with the remainder.

COMMERCIAL

COTTON AND YARN.
Messrs James F. Hutton and Co. Ltd.,
Manchester, in their weekly market report
dated Dec. 21, state—

A week ago to-day the American Bureau gave their estimate of the present crop as 13,800,000 bales of 500 lbs. each, and New York dropped 10 points for Spot the same evening—the Bureau has under-estimated the last 5 Crops by a total of 2,300,000 bales, last year the discrepancy was greatest viz: 1,300,000 bales; taking the yearly average it would be 750,000 bales roughly, and so we may get a crop of 14½ millions as estimated by N. B. Hutton, if the American Bureau officials agree much as usual—there is anyway plenty of Cotton for the Season, with a substantial carry-over assured and people need not worry about Cotton until the prospects of the next Crops begin to be discussed next Spring to Summer. Liverpool Stock of American is 343,000 bales against about 600,000 last year at this date, the "into sight" figures and receipts at American Ports are practically the same as last year, yet the Bureau estimate of the American Crop and of the quantity ginned are both about a million bales less than last year at this time—it is generally expected that the present American Crop will diminish more rapidly in its movements than last year, but the difficulty is to determine in what ratio compared with last year.

There is no tangible reason to relinquish the expectation of 14½ million bales as a minimum for this Season's American Crop, and under ordinary circumstances present prices would be considered too high—as it is, we have to accept the position, and the price of American between 7d and 8d, where it almost appears as if it would remain—the Ginner's reports will now form the most reliable evidence of the quantity of Cotton still out of sight, and as these reports every fortnight are bearish or bullish, so we may expect the prices of Cotton.

Of course the strength of Cotton at present lies in the enormous demand for both textiles and yarns (a demand which is not satiated by the production at its record maximum) and the comparatively moderate excess of Cotton supply over consumption, a position which the Cotton Markets have not failed both to realise and to employ in the manipulation of advances to the present high level.

On Monday the 16 inst., we began this week with American Cotton at New York 13.80 cents and Liverpool 7.15d, and no one on this side would be responsible for advising their customers abroad to buy on this basis, yet others continue on a liberal scale for India, mostly for shipment between June and October next, and the repeated attempts to make further purchases show they are not yet satisfied with the large quantities already on order—China Markets also continue their efforts to secure lots for earlier shipment than generally possible, while other Eastern Markets are not enquiring so much, and are probably satisfied with their purchases for the time being.

Meanwhile we do not anticipate lower prices at present and shall not issue this Report next week owing to the Xmas holidays, and Bank Holiday falling upon Thursday next.

Mr. Lux, a German engineer who for nine years occupied a leading post in the Hanyang undertaking in China, lectured in Düsseldorf recently on the coal and iron of China, referring particularly to the Hanyang ironworks and the mines connected therewith. His conclusion was that, if various basal faults connected with those works were avoided, further ironworks in China would be in a position to work to great profit, in view of the rich stores of coal and iron ore and cheap labour, and with the promised opening of China by railways. As China for the present must enlist foreign help for the development of such works, he urged that Germans would do well not to neglect opportunities to participate in their establishment and to take care that such opportunities were recognised in good time. With this object the further extension of the German Engineering Bureau for China was to be desired, and also the powerful support of German missions working in China, in order that in case of necessity they might find advisers with a knowledge of the country. The speaker also advocated the support of German-Chinese Schools.

A POKER STORY.

Famous Violinist's Remarkable Anecdote.

From Zimbalist, the young Russian violinist, is responsible for the following anecdote: "The New York Times" "I crossed the Atlantic last spring with Arthur Nikisch, and, as usual, when one is in the company of that great conductor, we played poker a great deal. In fact we played all the time, and I consider myself somewhat of an adept at the game now."

In Russia we have a similar game in which, however, each man holds only four cards. This summer I heard of a strange party at this game which took place one night last winter. In it played a young friend of mine only a youth. Also in the game was a Russian general. The betting became very heavy over one hand. The boy put up as much as 50,000 roubles at one time, and the General raised this until there were 300,000 roubles on the table. At this point my friend got up and said, "I have spent all of my own money. I cannot risk my money without consulting my father." It was three o'clock in the morning, and the boy lived some distance away, but his cards were sealed and the party sat around the table awaiting his return.

The boy rushed home, awoke his father and told him the situation. "I have four kings," he explained, "and it is impossible for the General to have four aces, because when the cards were being dealt I saw an ace drop on the table." The father rose, dressed, collected a suitable sum of money, and accompanied his son back to the gaming table. There they found the others waiting for them. The father unsealed the boy's hand, gave one casual glance at it, and without a word put 200,000 roubles on the table. The General hesitated for a fraction of a minute, and then threw his cards, four queens, on the table. "He did not see" the bet.

As a sort of amateur croupier, the father drew in the 450,000 roubles, a sum equivalent to \$225,000. After he had placed the notes and gold securely in his pocket-book he gave his son a swinging blow in the face which knocked the young man off his feet and left him sprawling on the floor. Then he turned up the boy's hand. There were three kings and a knave; in his excitement the boy had mistaken the fourth card for a king.

Those directly concerned in finding employment for ships' officers in the port of London readily admit, says the "Shipping Gazette," that at the present time very satisfactory rates of pay are being granted by practically all the shipowning firms on the Thames. On big vessels of the liner or semi-liner type the pay for chief officer ranges from £12 to £15, while second mates are getting from £9 to £10, and third from £7 to £8 5s. On tramp steamers on which only two watches are kept mates are getting from £11 to £11 11s., and second mates about £9. On three-watch vessels the rate of pay for first mates is about £11 11s. to £12, for second mates about £9, and for third mates from £7 to £7 10s. Messrs Furness Withy, who have been paying their second mates £8 10s., are, it is understood, going to raise the figure to £9. For sailing ships it is none too easy a task to secure officers, and mates are able to get from £10 10s. to £11, with a rate of £7 10s. for second mate.

LOSING WEIGHT BY THE POUND

"Under Weight," a condition of ill-health, shows your assimilative powers are decreasing.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

Supply the blood with the wanted nourishing and healthy flesh building materials. Very palatable.

OF ALL CHEMISTS

PRICES: \$1.25 and \$2.25.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	I.H.P.	Commander.	Last reported
Alacrity	despatch vessel	1700	12	2000	Comdr. C. L. Lambe	Hongkong
Alass	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	river gunboat	710	2	800	Lt.-Comdr. B. S. Pritchard	Hankow
Britomart	river gunboat	710	2	900	Lieut.-Comdr. W. H. Darwall	Yangtze River
Cadmus	sloop	1072	6	1400	Comdr. H. F. E. T. Williams	Shanghai
Cherub	water tank and tug	390	—	300	Master H. Smith	Hongkong
Clio	sloop	1070	6	1400	Comdr. Colla MacKenzie, D.S.O.	Canton
Fame	torpedo boat destroyer	380	6	5700	Lieut.-Comdr. Wilkinson	Hongkong
Flora	cruiser, 2nd class	4380	10	7000	Capt. C. F. Corbett, M.V.O.	Shanghai
Handy	torpedo boat destroyer	275	6	4000	Lt.-Comdr. Brickendon	West River
Janus	torpedo boat destroyer	280	6	3900	Lt.-Comdr. Boddam-Whetham	Hongkong
Jeune	cruiser, 1st class	9000	14	22,000	Capt. A. T. Hunt, C.S.I.	Hongkong
Kinsha	river gunboat	818	4	1200	Lt.-Comdr. H. E. D. Marryat	Yangtze
Metlin	sloop	1040	—	—	Capt. F. C. C. Pasco	Hongkong
Minotaur	cruiser, 1st class	14,600	—	27,000	Capt. G. C. Cayley	Hongkong
Monmouth	cruiser, 1st class	9800	—	22,000	Capt. B. H. F. Bartlett	Hongkong
Moorhen	river gunboat	180	2	800	Lt.-Com. Alan Dixon	Hongkong
Newcastle	cruiser, 2nd class	4800	12	22,000	Capt. Frederick A. Powlett	Hongkong
Nightingale	river gunboat	85	2	240	Lieut.-Com. Malcolm Murray	Yangtze
Otter	torpedo boat destroyer	350	6	6300	Lt.-Comdr. E. T. B. Chambers	Hongkong
Ribble	torpedo boat destroyer	390	—	7500	Lt.-Comdr. E. J. G. Mackintosh	Hongkong
Rosario	depot ship, submarines	980	—	1400	Lt.-Comdr. N. E. Archdale	Hongkong
Robin	river gunboat	85	2	240	Lt.-Comdr. Nash	West River
Sandpiper	river gunboat	85	2	240	Lt.-Com. I. A. S. Hutton	Hongkong
Snipe	river gunboat	85	2	240	Lt.-Comdr. Maurice B. Leslie	Yangtze
Taku	torpedo boat destroyer	350	6	6500	Gunner W. H. Ryder	Hongkong
Tamar	receiving ship	4650	6	—	Commodore R. H. Anstruther, C.M.G.	Hongkong
Teal	river gunboat	180	2	800	Lt.-Comdr. Hon. G. Stopford	Upper Yangtze
Thistle	river gunboat	710	2	900	Lt.-Com. H. R. N. Cottrell-Dormer	Kinkiang
Ulk	torpedo boat destroyer	500	—	7500	Lt.-Comdr. Maxwell	Hongkong
Virago	torpedo boat destroyer	355	6	8300	Lieut.-Com. H. D. Adair-Hall	Hongkong
Welland	torpedo boat destroyer	580	—	7500	Comdr. Seymour	Hongkong
Whiting	torpedo boat destroyer	380	6	5900	Comdr. R. Naville	Hongkong
Widgeon	river gunboat	195	2	800	Lt.-Com. J. C. F. Borrett	Upper Yangtze
Woodcock	river gunboat	150	2	500	Lt.-Com. M. Blackwood	Yangtze
Woodlark	river gunboat	150	2	500	Lt.-Comdr. Lloyd	Shanghai
C.36	submarine	—	—	—	Lt. C. Godfrey Herbert	Hongkong
C.37	submarine	—	—	—	Lt.-Comdr. A. A. L. Finner	Hongkong
C.33	submarine	—	—	—	Lt. Comdr. J. R. A. Codrington	Hongkong
.035	torpedo boat	—	—	—	Lt. Comdr. Handley	Hongkong
.038	torpedo boat	—	—	—	Lt. Comdr. Stileman	West River
.037	torpedo boat	—	—	—	Lt. Comdr. Nicol	Hongkong
.038	torpedo boat	—	—	—	Lt. Comdr. H. W. Seymour	West River

* Flagship of Admiral Alfred L. Winaloe, K.C.B., C.V.O., C.M.G., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tons.	Guns.	H.P.	Captains.	Last report at
Kaiser Franz Joseph I	Austro-Hungarian cruiser	4000	45	8000	Capt. H. Nauta	Shanghai
Dupleix	French armoured cruiser	10,014	30	20,000	Capt. Verges	Shanghai
Kleber	French armoured cruiser	9770	12	19,600	Capt. Gouts	Hongkong
Decidde	French gunboat	445	10	1900	Lieut. Vandier	Saigon
Argus	French river gunboat	180	6	570	Lieut. Dordet	Canton
Vigilante	French gunboat	122	7	500	Lieut. de Jervillies	Canton
Peiho	French gunboat	130	—	—	Lieut. Collin	Tientsin
Dordard de Lagree	French gunboat	—	—	—	Lieut. Dupuy Dutemps	Tientsin-Kin
* Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.						
Lynx	French sub-marine	—	—	—	Lieut. Boix	Saigon
Protee	French sub-marine	—	—	—	Lieut. Boix	Saigon
* Styr	French armoured gunboat	1798	10	1700	Lieut. Guillaume-Louis	Saigon
Fronde	French destroyer	350	7	303	Lieut. Aurillac	Saigon
d'Iberville	French destroyer	—	—	—	Capt. de Frigate Roussin	Hongkong
Pistolet	French destroyer	180	7	300	Comdr. de Marquessar	Saigon
Mousquet	French destroyer	307	8	300	—	Saigon
Manche	French surveying-ship	1625	10	9000	Comdr. Volain	Saigon
* Flagship of Capt. (Commodore) Boudcaut, Commanding the local defence Indo-China.						
Emden	German cruiser	3800	22	13,500	Capt. v. Roeder	Swatow
Grafschaaf	German armoured cruiser	11,800	38	26,000	Captain Brunsinghaus	Tientsin
Ilia	German gunboat	900	12	1800	Comdr. v. Gohren	Shanghai
Jaguar	German gunboat	900	12	1800	Comdr. Vasselow	Tientsin
Leipzig	German cruiser	3250	24	11,000	Capt. Behnke	Tientsin
Luigi	German gunboat	900	10	1350	Comdr. Bendemann	Tientsin
Nürnberg	German cruiser	3400	22	13,900	Capt. Mörsberger	Tientsin
Ottar	German river gunboat	—	—	—	Capt. Lieut. Wille	Yangtze River
Scharnhorst	German flag-ship	11,600	38	26,000	Capt. Rising	Shanghai
S. 90	German torpedo-boat	400	8	6500	Capt. Lieut. Berrenberg	Tientsin
Taku	German torpedo-boat	280	4	6000	Obit. v. S. Classen	Tientsin
Tiger	German gunboat	900	10	1350	Comdr. Böcker	Tientsin
Tientsin	German river gunboat	223	4	1300	Capt. v. Frhr. Speth v. Schulzburg	Canton
Vaterland	German river gunboat	223	4	600	Obit. v. S. Prinz	Shanghai
Calabria	Italian cruiser	2145	—	—	Comdr. Sommi Piccardi	Shanghai
Adamastor	Portuguese cruiser	1757	—	—	Capt. Anibal de S. Dias	Macao
Macao	Portuguese gunboat	—	—	—	Capt. Martins	Macao
Patric	Portuguese gunboat	700	—	—	Captain José de Carvalho Crato	Macao

UNITED STATES VESSELS ATTACHED TO ASIATIC STATION.

U. S. submarine	Ensign J. O. Van de Carr	Cavite
A-2	Lieut. E. IX McWhorter	Cavite
A-4	Ensign J. O. Van de Carr	Cavite
A-5	Ensign C. M. Yates	Cavite
A-7	Com. M. L. Bristol	Cavite
Albany	Ensign H. A. Jones	Cavite
Bainbridge	Lieut. B. Hill	Cavite
Barry	Ensign W. L. Heiberg	Cavite
Callao	Lieut. F. J. Fletcher	Cavite
Chauncy	Comdr. S. S. Robinson	Cavite
Cincinnati	Lieut. C. A. Woodruff	Cavite
Dale	Lieut. B. H. Green	Cavite
Decatur	Lt. Comdr. S. Gannon	Shanghai
El Cano	Comdr. G. B. Marvell	Shanghai
Helena	Lieut. R. V. Lowe	Cavite
Mohican	Lt. E. P. Starr	Cavite
Monadnock	Commander J. V. Chase	Olongapo
Monterey	Lieut. B. B. Taylor	Olongapo
Pampanga	Lieut. S. W. Wallace	Canton
Piscataqua	Lieut. W. O. Wallace	Cavite
Pompey	Lieut. J. J. Hannigan	Shanghai
Quincy	Lt. Comdr. D. W. Wertschauf	Swatow
Rainbow	Lt. G. G. Dickson	Shanghai
Sampson	Comdr. H. A. Wiley	Swatow
Saratoga	Lieut. E. Durr	Shanghai
Villalobos	Comdr. J. P. Hubbard	Hongkong
Wilmington	Chief Boatswain, P. E. Radcliffe	Olongapo
Wompatank	—	—
† U.S.S. Saratoga Flagship of Rear-Admiral R. F. Nicholson, Commander-in-Chief, United States Asiatic Fleet, temporary duty.		

SAN MIGUEL BREWERY, MANILA.

SOLE AGENTS FOR HONGKONG:

A. S. WATSON & CO., LTD.

	Price per per Dozen Pints.
PILSENER BEER...	\$2.50
DOUBLE BOCK...	\$2.50
GOLD RIBBON...	\$2.70
CERVEZA NEGRA...	\$2.70

The above Beers, brewed by the well-known San Miguel Brewery of Manila, are **LIGHT**, very **PALATABLE** and **REFRESHING**, and can be recommended as the finest of their kind on the market.

A. S. Watson & Co., Ltd.,
WINE AND SPIRIT MERCHANTS.
ALEXANDRA BUILDINGS.

PIANO

MOUTRIE'S
SUPPLY IT
GUARANTEED FOR
FIVE YEARS.

Unrivalled or quality of
TONE
and Lightness of
TOUCH.

**S. MOUTRIE &
CO., LTD.**

Hongkong, April 16, 1907

Powell's SAXONE

BOOTS and SHOES
FR
GENELEMEN



Boots Shoes
\$11.00 \$10.00

PERFECT FITTING.
EACH PAIR
GUARANTEED.

Wm. Powell, Ltd.
(Sole Agents)

Saxone Shoe Co., Ltd.

BIJOU

9.15 P.M. PROGRAMME 9.15 P.M.
The Great Dramatic Picture
GREEN FOR GOLD!
GREEN FOR GOLD!

The Screen of Laughter
MAX LINDER
AND THE TELEPHONE LADY

Miss DOLLY SWIFT
Miss ADA ROWLEY
Miss GLADYS SPENCER
IN NEW SONGS AND DANCES.

Coming - THE MYSTERIES OF PARIS
(from the Great Work by Eugene Sion)
9.15 P.M. PICTURES ONLY 7.15 P.M.

A GREAT BRITISH IN- SITUATION.

A. REUTER'S telegram to hand points out what all interested in shipping and allied businesses know only too well that the year 1912 has been one of the most disastrous. The telegram specifically refers to the great combination of underwriters known as "Lloyd's" and states that for them—as of course was but to be expected—the year that recently closed was also one of disaster—in fact, probably the most disastrous on record. Such a combination as is "Lloyd's" are used to facing disaster of a more or less serious nature, but to be called upon to face losses involving the gigantic sum of £7,000,000 is no light matter for even the most solidly established of concerns, and causes one to marvel over the magnitude of this wonderful combination. These losses, it is stated, would have been heavier had it not been for "the remarkably fine salvaging of the wrecks of the 'Delhi' and the 'Oceana,'"—two of the P. & O.'s deplorable misfortunes. It has indeed been a sad year for many shipping companies—but a sadder year for the underwriters. The total number of maritime casualties reached the enormous figure of 6031, of which figures 228 ships were "totally lost," 89 of which were British vessels. These bring sad reflections on the peril that still abounds on the seas. It is, however, a gratifying factor that notwithstanding the fact that they were so heavily hit the great business of "Lloyd's" comes out of the misfortune with name and name unimpaired and their reputation for honourable dealing in the mightiest of their transactions, as in the smallest, still pre-eminent for their incorruptible integrity. The telegram states that every claim against "Lloyd's" was "promptly and fully met." We should have been astounded had it been otherwise, for the name and fame of "Lloyd's" are such that not only Britons but business men the world over never associate with it anything but business transactions of the most honourable character.

NEWS OF THE DAY.

For carrying twenty-two passengers in a cargo boat a Chinese was fined \$5 by the Marine Magistrate to-day.

Lieut. Clarke and Mrs. Fulham, who are at present standing trial for the murder of the late Mr. Fulham and the late Mrs. Clarke, have asked the Magistrate for a special marriage licence, say an Indian paper.

Mr. R. J. Tyler, Assistant Superintendent of Police, Colombo, met with a serious riding accident on Christmas day. He was thrown from his horse and sustained concussion of the brain and severe bruises.

It is stated that both Canton and Hongkong will send Chinese athletes to compete in the Eastern Olympic Games. The Hongkong contingent will include footballers, swimmers, lawn tennis players and cyclists.

Mr. U. Thodoli, one of the best riders in Hongkong, was injured rather severely during the steeple-chase on New Year's day. His pony balked at a jump and the rider, in gripping the saddle, badly twisted the knee ligaments.

Two men have been removed to the Government Civil Hospital from Hong Kong, one aged 19 and the other 21—who were seen on board a Chinese passenger boat. They were suffering from serious stab wounds, which they state were caused by some one, whom they failed to recognize, whilst in Gillies' Avenue.

The 1st Argyll and Sutherland, who recently arrived in India, had a fine send-off on their departure from Malta. These were the men of the 93rd Highlanders who formed Sir Colin Campbell's famous "thin red line" at Balaklava, and afterwards did prodigious fighting at Cambronne, any Lucknow. They are our only infantry regiment which include "Balaklava" among their battle "honours."

Lord Hardinge's cool and collected demeanour as he sat in agony immediately after fragments of the bomb had entered his back brings to mind his family crest. The inscription runs thus: "Mens aequi rebus in arduis." His Excellency has, says The Englishman, proved himself not only equal in mind to difficulties, but also worthy of the traditions of his family, and for sheer calmness and fortitude Her Excellency ranks a splendid companion.

NEWS OF THE DAY.

A boatwoman was fined \$2.50 at the Marine court for playing for hire within 500 feet of H.M.S. Minotaur.

The Mexico Maru reported to Osaka on January 9 that the cargo of cotton in her fore hold was on fire.

The silk ex R.M.S. Montague which left here on the 14th December arrived at New York on Sunday, the 12th January, at 4.30 p.m.

A man engaged a ricksha coolie at Kowloon yesterday, and when he got to a quiet place he suddenly attacked the coolie and took his purse, which contained about \$1.

On the arrival of the s.s. Rubi at Manila from Hongkong last week 300 tons of opium were found cleverly concealed beneath the stern water tanks. The owner was not discovered.

At a meeting of ship-owners held at Bombay resolutions were passed in favour of a proposal to form a Bombay branch of the Calcutta Marine Engineers' Association, with the idea of attending to the needs of engineers who are employed on the ships visiting Bombay.

The Osaka Shosen Kaisha steamer Anagawa Maru collided with the Kanagawa Maru on the 9th inst. while entering Kawaguchi harbour. The side of the U.S.K. vessel, which had on board 100 passengers, was ripped open and she sank in ten minutes. Twenty people are missing.

Dr. S. C. Yin, of Singapore, is at Penang, arranging the formation of a Fire and Marine Insurance Company, with a capital of \$2,000,000, among the Chinese of the Straits Settlements, F.M.S., Siam, Bangkok and the Netherland Indies. Singapore Chinese have subscribed over \$600,000 of the capital.

It is announced by Sir George Alexander, the well-known London actor-manager, that at the conclusion of the run of "The Turning Point" he will produce a Chinese play, in three acts, in prose and verse, entitled "Turnabout, Princess of China," by Dr. Karl Vollmoeller, the translation being by Jethro Elhel. The music for the piece has been composed by Ferruccio R. Busoni, and the scenery and costumes have been designed by Ernst Stern.

The train seem to be gradually coming back into favour with the Chinese and the present signs indicate that the optimistic statements made during last week-end regarding the break-up of the boycott were justified. The number of passengers is still far from normal, but each day sees an improvement. The people responsible for the boycott, on the other hand, have apparently not ceased their efforts, for one of the leaders of the recent meetings of merchants has received an anonymous letter couched in threatening terms.

NEWS OF THE DAY.

There was a fairly large audience at the Theatre Royal last night when the Allan Wilkie Company appeared in Sir A. W. Pinero's play "The Second Mrs. Tanqueray." The performance on the whole gave satisfaction. In the title role Miss F. Haner-Watts gave an exhibition of finished acting, and made the most of her many dramatic scenes with Mr. B. A. Pittar, who undertook the part of Aubrey Tanqueray.

Mr. Allan Wilkie was good as Cayley Drummond, whilst Miss Kathleen Clancy acted capably as Ellen.

MILITARY CONCERT.

A concert was held in the Recreation Room, Stonecutters Island, on Wednesday evening, Major H. C. Hall, Commanding the 87th Company, R.G.A. presiding over a large audience. The concert proved an unqualified success; and Stonecutters being isolated from Hongkong, entertainment of this kind are much appreciated by the troops. The "tit-bits" of the evening was undoubtedly what was billed as an "Officers' Stunt" but which turned out to be a skit on the "Dummy Leader." Captain Gainsford, and Lieut. Hume-Spry, Verelst, Collins and Taylor were the artists and the sketch was scrumptiously funny, and especially appealing to the R.G.A. portion of the audience as the "Dummy Leader" is an article used in drill by the gunners, which requires more energy in manipulation than one is inclined to exert in the climate. The link was reached when Lieut. Hume-Spry, as the "Town O' daisy" was marched off to the "click," while the audience literally roared with laughter. The whole of the programme was extremely good, and item following item the opinion of experts, to have an important effect upon the shipping trade of the Pacific Coast. In the first place, when the company lay up its steamers, as it does at this time of year, they will be berthed in Prince Rupert, preferably to any other port and this will be their headquarters in consequence. Many of the other coast steamers which are at present forced to go elsewhere for repairs and overhauling will likewise be able to find their project. A year has since elapsed.

The construction of the Grand Trunk Pacific dry dock at Prince Rupert is destined, in the opinion of experts, to have an important effect upon the shipping trade of the Pacific Coast. In the first place, when the company lay up its steamers, as it does at this time of year, they will be berthed in Prince Rupert, preferably to any other port and this will be their headquarters in consequence. Many of the other coast steamers which are at present forced to go elsewhere for repairs and overhauling will likewise be able to find their project. A year has since elapsed.

From remarks heard among the men at the exhibition it was evident that they much appreciated the efforts made for their entertainment and hope were expressed that the next entertainment would not be long in coming.

ARMED ROBBERY AT TAI HANG.

Two Arrests.

A servant girl living at Tai Hang village has reported to the police that at 8.30 p.m. yesterday whilst she was sitting alone in the house four men, two of whom were armed with daggers, came into the room where she was, and after seizing her by the arms and forcing her behind her back, one man threw pepper in her mouth and gagged her. They then went into a back room and stole jewellery to the value of \$170. She was afterwards able to remove the gag and shout "Robbers." The men then ran away, but two of them have been arrested.

Mr. I. U. Mirza, clerk of the Summary Court, who lives near the village, heard police whistles blown and seeing a man running endeavored to stop him, but the man, who was evidently one of the gang, threatened him with a large knife, and gave the sign of the Triad society to some confederates. The robber then ran into a house, and eluded capture.

OPIMUM SMOKER'S END.

Death in Victoria Gaol.

At the Magistrate's this afternoon, Mr. Hazeland, and a jury consisting of Messrs. C. C. Hickling, R. C. Graft, H. Davidson and Abdul Gaffoor Soffian inquired into the death of a prisoner named Yau Sam, aged 50, who died in Victoria Gaol.

Chief Warder A. G. Passmore, said that the deceased was sixty years of age. He was admitted to the gaol on January 3rd, having been convicted of being in possession of counterfeit coins, and keeping an opium den. He was sentenced to one month's hard labour on the first charge and three months' hard labour on the second charge.

Warder Macaulay said deceased was handed over to his care in the hospital the previous day. After being in the hospital for some time he showed signs of collapse, and expired later. Witness had summoned the medical officer in the meantime.

Dr. C. W. McKenny, Medical Officer of the Victoria Gaol, deposed to attending the deceased. Death, in his opinion, was due to chronic opium poisoning, deceased having evidently been an opium smoker.

Principal Warder F. F. Deane stated that the previous day the deceased complained of being unwell, and he was admitted to hospital in consequence.

A verdict of death from natural causes was returned.

AN OVERLOADED LAUNCH.

Master Heavily Fined.

Li Tai, master of the steam launch Bailey, was charged before the Marine Magistrate, Commander Taylor R.N., this morning, with carrying 40 passengers in excess of the number allowed by his licence.

Mr. Davidson, solicitor represented defendant, who pleaded not guilty.

P.C. Joy said he was on the pier west of the Canton steamboat pier at 8.30 a.m. on Jan. 10 and saw defendant's launch approaching. When defendant saw witness he tried to avoid him by running alongside another pier. There were 37 passengers on board and there was a lot of luggage.

Mr. J. MacDonald, G.M.S., who inspected the launch at the time, said so much deck space was taken up by luggage that there was only room for about eight passengers on deck; the cabin would hold 14. The launch measurements allowed of its carrying 68 passengers but on the day in question 59 had to be deducted on account of the space occupied by luggage. The licence was for 64 passengers including crew.

The plea of not guilty was withdrawn and defendant fined \$100, or three months' in default.

For the second time in two years the United States Postmaster-General has called for bids for the establishment of new steamship lines from the Atlantic and Pacific coasts of the United States to the termini of the Panama Canal, under authority of the Ocean Mail Subsidy Act of 1891, without obtaining a single offer. It was thought there would have been for least one bid by the prospective Atlantic and Pacific Transport Company of New Jersey, which was being organized by Mr. Bernard M. Baker of Baltimore and his associates. But no bids were filed. Although Mr. Baker told a committee of Senate last winter that he felt confident he would be able to find his project, a year has since elapsed.

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From remarks heard among the men at the exhibition it was evident that they much appreciated the efforts made for their entertainment and hope were expressed that the next entertainment would not be long in coming.

JAPANESE STOWAWAYS DISCOVERED.

Eleven Japanese men and two women have been arrested in Hongkong on the N.Y.K. steamer Yawata Maru, which was on the point of leaving for Australia yesterday. They were stowed away in the No. 2 cargo hold. Lance-Sergeant Willis supervises four special watchmen at the instance of Mr. Gabriel, who was in Hongkong some time ago. These men search boats and see that no stowaways are shipped to Australia on steamers owned by the E. and A., N.D.L., N.Y.K., and B. and S. companies. If stowaways reach Australia and are discovered by the Customs, the steamship companies are liable to be fined £100 a head.

The thirteen stowaways were charged before Mr. Hazeland at the Magistrate's this morning, when a representative of the N.Y.K. said that no Japanese were allowed to land at Manila or in Australia without special exemption certificates. The defendants stated that they had paid sums of money ranging from 100 yen to 175 yen in Hongkong to the store-keeper of the boat, who was to land them at the first port in Australia.

The men were stated to be pearl fishermen, and the women were widows.

Mr. Hazeland said he was of opinion that there was an agent in Hongkong who paid men on board ships to "smuggle" people to Australia.

Lance-Sergeant Willis said that was undoubtedly the case, as some of them had receipts for money paid.

One of the defendants said that he was going to Manila to engage in pearl fishing, but Lance-Sergeant Willis said that Japanese were not allowed to follow that calling there.

One of the women said that she paid £4 in English money and the other 30 yen, in Japanese money, to the store-keeper, to land them in Manila. They were going to be dress-makers.

Mr. Hazeland said the defendants were not really stowaways, but they were being smuggled into Manila and Australia. The fare was only \$80. He fined the defendants \$150, or two months' hard labour.

CORRESPONDENCE.

THE ORIGIN OF THE DOLLAR MARK (\$).

(To the Editor of the "CHINA MAIL.")

Mr. S. D. Setna, with reference to a short article on the above subject in a morning contemporary, writes to us pointing out that on September 3, 1901, he sent the following letter to the "China Mail":

It is the combination of "U.S." and the initials of United States of America. It is a modification of the figure "8," the Dollar being formerly called a "piece of eight."

It is derived from a representation of the Pillars of Hercules, consisting of two pillar-like towers or pillars connected with a scroll.

The Spanish coins marked with the pillar device were frequently referred to as "Pillar Dollars."

It is a combination of "P. and S." from "Paso Duro," signifying "Hard Dollar." In Spanish accounts "Paso" is contracted by writing the "S" over "P," and placing it after the sum.

The symbol of Dollar is a monogram of letters "V. S. and J." the Dollar being originally a "Thaler" coined in the valley of Sankt Joachim, Bohemia, and known as a "Joachim Thaler" and the monogram, the initial words, "Valley Sankt Joachim."

The American symbol for Dollar is taken from the Spanish Dollar, the original of the sign, of course, must be looked for in the associations of the Spanish coins.

On the reverse of a Spanish Dollar is a representation of the Pillars of Hercules, and around each pillar is a scroll, with the inscription, "Plus Ultra."

This device in the course of time degenerated into the sign which at present stands for American as well as Spanish Dollars.

The scroll round the pillars represent the two serpents sent by Juno to destroy Hercules in his cradle.

Yours faithfully,

S. D. SETNA.

THE HUGHES MUSICAL COMPANY.

During the short Hongkong season of the Hughes Musical Company, commencing at the Victoria Theatre next Sunday, the repertoire will be as follows:—Sunday the 19th, "The Graters," Monday and Tuesday, "A Day At The Races," Wednesday and Thursday, "The Speculators," Friday, Saturday matinee and evening "The Bull-Fighters" and "Three Of A Kind," Sunday matinee, evening, and Monday "Specialbinder's Dream." Popular prices will prevail, namely \$2 and \$1, soldiers and sailors 70 cents. Matinee prices will range from 50 cents. The booking for the opening performances opened this morning at Messrs Moutrie's and if book booking is a sign of a successful season, the Company will have "packed" houses. The good reputation left behind last season, the enthusiastic reports from Shanghai, a comedians, a host of pretty singers and dancers, gorgeous scenery and costumes, is certainly a very strong combination.

TRUE TEST OF MERIT.

YOU judge a man not by what he promises to do, but by what he has done. That is the only true test. Chamberlain's Cough Remedy is judged by the standard of popularity. People everywhere speak of it in the highest terms of praise. For sale by all Chemists and Storekeepers.

CRIMINAL LIBEL CASE.

The Question of Bail.

At the Magistrate's this morning before Mr. Melbourn, Mr. Lewis, who is solicitor for the defence, mentioned the case in which Talati and Patel are prosecuting Tata and Olliv for criminal libel. He said that at the present time both defendants were bailed in the sum of \$2,000—a sum which was fixed by arrangement with Mr. Brutton, the solicitor for the complainants. The defendants did not want to go to gaol, and he would ask that the amount of bail be reduced.

Mr. Brutton said he would oppose the application. The defendants had actually found the bail, and it was in Court. He failed to see any hardship in the amount being still deposited in Court.

In reply to the Magistrate, Mr. Brutton said the delay in hearing the case was owing to Mr. Lewis asking for adjournment in order to instruct counsel. He (Mr. Brutton) was ready to go on with the case.

Mr. Melbourn asked what was the reason for opposing the application. Was there a fear of the men leaving the colony? Mr. Brutton said that there was a possibility of their going, according to his instructions.

Mr. Lewis said the men were going to stay in Hongkong. For business men to have \$2,000 tied up in Court was a very great hardship. The defendants had not been able to get other than a cash security, and he suggested that \$500 cash would be sufficient.

Mr. Melbourn said he could not see his way to reduce the bail. The defendants could obtain security for the money lodged as bail.

The case was adjourned for a week.

DU MAURIER'S "TRILBY."

(By "Roscius.")

It was with very much pleasure that I read that the Allan Wilkie Dramatic Company intended to include in their Hongkong "programme" the dramatized version of Du Maurier's charming story of the delightful "Trilby." This fascinating little tale came to the public some fifteen years ago as one of the sweetest literary "sensations" of its particular year. So popular was the story in England, the United States and elsewhere that many will distinctly remember, as I do, how all sorts of things suddenly became "Trilby-isms," if I may say so. There was "Trilby" commodities of all sorts and sizes—"Trilby hats," "Trilby footwear," "Trilby confectionery," "Trilby hosiery" (for both sexes), "Trilby" this and "Trilby" that and, of course, "Trilby" tea. In fact Trilby was all powerful—the time being at least; and anywhere and everywhere was to be heard the magic name of Du Maurier's "Trilby." Miss Dorothy Baird's performance of "Trilby," Mr. Troc's (he wasn't "Sir Elphinstone" in those days) wonderful performance of Svengali in the fine drama of "Trilby." Yes, "Trilby" reigned supreme—and deserved to, for, in the gallery of modern fiction, there is no sweeter creature of a writer's brain than the delightfully natural artist's model—Du Maurier's "Trilby."

It gives me pleasure to write of this charming work; and perhaps it will give the reader some pleasure to read of it. Du Maurier, himself familiar with the Latin Quarter of "Gay Paris," tells a story of that Bohemian place, and in doing so dwells chiefly on certain incidents in the life of charming "Trilby O'Farrell," an unsophisticated "artist's model" of the Quarter, whose father was a profligate Irish clergyman or divinity student and whose mother was a Scottish young woman of good stock but of humble circumstances—in fact, a bar-tender. The sweet "Trilby" still pursued her calling of model when, by a happy accident for all concerned, she one day wandered into the studio of "Little Bilbo," "Tuffy" and "The Laird,"—the nationalities of whom can easily be concluded by the names. From the first "Trilby O'Farrell," being more of a Bohemian than any of her three new friends—or all of them combined, for that matter, as they were all quite "proper" which, alas! sweet "Trilby" was not precisely, at times—soon established herself as a regular and welcome visitor to the studio, where she posed quite nicely and assisted the helpless bachelors in many ways known only to the gentler sex. She was really "Hail, fellow well met" with almost all; and she was, of course, considered "a jolly good fellow."

Into this little group, among others, came a musical genius of sinister character. His name was Svengali, and poor Trilby getting into his power somehow or other lost, rather, a peculiar time. "Little Bilbo," being a very susceptible young man, fell in love with dear Trilby and that romantic episode forms a very material part of the play, as does also Trilby's intimacy with Svengali, who, by means of hypnotism, entrances the charming model; and though she could not sing a note correctly in reality, she became the finest of vocalists under Svengali's power. That also forms a very material part of the story and the play, which from beginning to end is really of absorbing interest and charm.

I feel sure that the Allan Wilkie Dramatic Company will present the play worthily; and therefore I am pleased to learn that the performance to-morrow night, Miss F. Hunter-Watts, Y. believe, will take the part of "Trilby." Mr. Allan Wilkie, that well-known "Little Bilbo" of "Trilby" fame, have not yet been booked for this delightful performance, should "Trilby" do so "short-sharp."

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

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THE WAR.

"SHORTEST WAY" TO PEACE

London, Jan. 15.
Well-informed people in London consider that a little fighting will prove to be the shortest way of securing peace, as Adrianople is not expected to resist another attack.

IMPORTANT MEETING ARRANGED.

A message from Sofia says that King Ferdinand and his Ministers are proceeding to Mustafa Pasha, to meet General Savoff and the Commanders of the four Bulgarian Armies.

THE PORTE'S FEARS.

In a Predicament.

London, Jan. 15.
Reuter's Constantinople correspondent states that the National Assembly has not met, nor has it been actually convened. The Porte is fearful of disaster from internal disruption if it decides upon peace, and from defeat if the decision is in favour of war.

THE DELEGATES WAITING.

The delegates of the Balkan States to the Peace Conference met in London to consider the situation and decided to await the reply of the Porte to the Powers before presenting their Note.

Afterwards the delegates in the course of interviews with the Ambassadors said Constantinople was evidently the centre of hesitations, and suspicion to which international jealousy contributed not a little.

THE UNIONISTS' MEMORIAL.

MR. BONAR LAW'S REPLY.

London, Jan. 15.
Mr. Bonar Law, leader of the Unionist Party in the House of Commons, replying to the memorial recently sent to him and to Lord Lansdowne by Unionist members of the House, says:—

"It asks us to retain the leadership while altering in one important particular, not indeed the policy of Imperial preference, but the method whereby it can most effectively be carried out. This modification is that when the Unionists are returned to power, if, after consultation with the Dominions proves it to be desirable to impose duties, they should not be imposed unless they have first been submitted at a general election. While this modification does not involve any principle which will prevent us from loyally supporting the action desired by the majority of the party it would nevertheless have been more agreeable to us, and in our view more in the interest of the party that a change of method should have been accompanied by a change of leaders. The memorial, however, urges that a change of leadership would be fatal to the best interests of the party and the country. We feel that in view of such an expression it is our duty to comply with the request, and this we are prepared to do."

PRESS COMMENTS.

The Unionist newspapers generally welcome Mr. Bonar Law's letter with relief and thankfulness and are of opinion that the future may now be faced with confidence.

The *Morning Post*, though, it shares the apprehensions of Mr. Austen Chamberlain that a change in the policy may be disastrous, points out defects in a merely negative policy of the denunciation of the Government and hopes that a basis is now provided for united and determined action to carry on Mr. Chamberlain's programme by instalments.

A LIBERAL MEMORIAL.

REDUCTION IN TAXATION REQUESTED.

London, Jan. 15.
No fewer than 174 Liberal Members of Parliament have signed a memorial to Mr. Lloyd George, asking for a reduction in the taxation of tea, sugar, and other articles of food.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

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OBITUARY.

LORD ASHBURNHAM.

London, Jan. 15.
The death is announced of Lord Ashburnham.

[Portman Ashburnham, the 6th Earl of Ashburnham, was born in 1840 and educated at Westminster School. He was chairman of the British Home Rule Association in 1888. The heir to the title and estates which comprise about 24,000 acres and residences in Sussex, Suffolk and Cambridgeshire is the late Earl's brother, Capt. the Hon. Thomas Ashburnham, Ed., C.M.]

THE DUCHESS OF CONNAUGHT.

CONDITION IMPROVING.

London, Jan. 15.
Reuter's Montreal correspondent states that the condition of the Duchess of Connaught is so much improved that no further bulletins will be issued, but she will be unable to leave the hospital for some time.

PANAMA CANAL ACT.

AN IMPORTANT ELIMINATION.

London, Jan. 15.
Senator Elihu Root has introduced in the Senate at Washington a Bill to amend the Panama Canal Act by eliminating the exemption of American coastwise vessels from payment of tolls.

THE DUCHESS OF CONNAUGHT'S HEALTH.

London, Jan. 15.
A message from Montreal says that the Duchess of Connaught's health has further improved. She has been able to take nourishment regularly and sleeps well.

CALIFORNIA AND FOREIGNERS.

TO BE DEBARRED FROM LAND TENURE.

London, Jan. 15.
Three Bills have been introduced in the State Legislature of California designed to prohibit the holding of land in the state by foreigners who cannot comply with the conditions necessary to admit them to citizenship.

AN ART SENSATION.

FAMOUS PICTURE GUARDED IN THE STRAND.

London, Jan. 15.
It is stated that Raphael's masterpiece "Madonna della Guercia" arrived in London yesterday having been smuggled out of Italy. It is now in a hotel in the Strand guarded by detectives.

FURIOUS WEATHER IN EUROPE.

ANOTHER WRECK.

London, Jan. 15.
The steamship *Saunders Range* has been successfully towed off, but little damaged. The furious weather still continues and the wreck of a Russian barque is reported from St. Mary's Island. Ten of the crew were drowned.

BRITISH EAST AFRICA.

SCHEME TO IMPROVE SANITATION.

London, Jan. 15.
In the House of Commons Mr. Lewis Harcourt, Secretary of State for the Colonies, announced that he is considering, in consultation with the Governor and expert advisers, the best means of improving the sanitation of Nairobi and the British East Africa Protectorate generally.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

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SPANISH POLITICS.

AN ENTERPRISING MONARCH.

London, Jan. 15.
A telegram from Madrid states that King Alfonso is striking out in a new line in summoning the Republican and Socialist leaders to the palace to learn their views on different political questions.

A DISASTROUS YEAR.

LLOYD'S HEAVY LOSSES.

London, Jan. 15.
Last year was one of the most disastrous ever experienced by Lloyd's. Their losses amounted to over seven millions sterling, and would have been more serious but for the remarkably fine salvage work carried out in connection with the wrecks of the *P. and O.* liners *Oceanic* and *Delhi*. Altogether there were 6031 casualties; 288 ships were totally lost, 82 of them being British. Every claim upon the corporation was promptly and fully met.

THE WIRELESS INQUIRY REPORT.

London, Jan. 15.
Mr. Samuel, the Postmaster General, announced in the House of Commons that the Government would give its immediate assent to the recommendations contained in the interim report of the Marconi Commission.

A LINER'S EXTRAORDINARY EXPERIENCES.

RUDDERLESS IN ATLANTIC FOR FIFTY DAYS.

London, Jan. 15.
"A most dramatic story of the recent storms is furnished by the *Furness* liner *Strathdon Range*. She was buffeted about without a rudder in the Atlantic for 50 days and had been given up by Lloyd's as lost when she was picked up by the liner *Welshman* and towed 500 miles. She had to be abandoned in a storm within sight of Queenstown. Two tugs made fast to her but were compelled to leave. A naval tug then went out but returned, and reported that the *Strathdon Range* had been driven by the gale into the Harbour. She passed over the dangerous Grubbs Rocks, but last evening struck the bank of Spike Island. She now lies on a soft bottom and is safe.

KWANGTUNG NEWS.

(From Our Own Correspondent.)

AN AMBITIOUS PROJECT.

It is reported that efforts are to be made by competent men in Canton to compile a historical record of the events that culminated in the recent Republic. Suggestions have been made to the editors of the various papers, whose assistance is solicited. Apparently, as far as we can discover, the history is to commence at some date previous to the Revolution, and the various forces that combined to produce this result are to be traced to their source, and then followed till they were lost in the final triumph. A body of trustworthy men is to be formed, and they are to be divided into four classes, and each class is to be responsible for a certain part of the work. It is recognised that the task will be considerable, for many documents will have to be consulted, and many subtle forces will have to be weighed so that their exact value may be ascertained. In this way it is hoped that a reliable history will be put together, which shall contain all the essential facts of the recent movement, and then this work will hand down to successive generations what was attempted, and what was achieved. In this way the knowledge of the movement will be kept green in the minds of the people, and they will reverence those who risked so much, and in many cases willingly laid down their lives for freedom and for their country. It is pointed out, and that quite justly, that the editors and writers in the native press may claim a large share of the glory for what has been accomplished, and, therefore, it is confidently hoped that, for the sake of their own destinies, they will with spirit and energy set themselves to the task of gathering material. When such a work is completed, though probably its value will be somewhat marred by the eagerness of the writers to get it published, it will no doubt throw light upon many questions now somewhat obscure to the European, and it could be translated into English and read by all readers of history and moderns of politics both in China and elsewhere.

SECOND EDITION

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

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THE HOME RULE BILL.

THE THIRD READING.

London, Jan. 15.
The House of Commons was crowded on the third reading of the Home Rule Bill. Mr. Balfour on taking his seat was cheered first by the Unionists and then by the Liberals, who intended their applause as a tribute to the re-adoption of his policy of Tariff Reform by the Opposition.

MR. BALFOUR MOVES REJECTION.

Mr. Balfour moved the rejection of the Bill. He did not deny that the Government throughout had had substantial majorities on the Bill, but the circumstances under which it was carried made that support utterly worthless. The whole proceedings reminded him of old comedies of intrigue wherein the chief schemer gained the support of the subordinate characters by giving each a different version of his plan and then duped them all. (Loud cheers.) He severely criticised the Bill from its Federal aspect and said he was shocked by its dangerous and utter want of comprehension of the Ulster problem.

Mr. Balfour appealed to the Nationalists to try to be fair to Ulster, and asked, "Were the fears of Ulstermen unreasonable in view of what had happened in Ireland in the past and of the anti-English attitude of the Nationalists? He warned the House that if calamities occurred, if blood was spilled—which God forbid—then the real assassins would be those who never had the courage to face the situation in Ulster."

MR ASQUITH APPEALS TO COMMONS.

Mr. Asquith emphasised the point that what had to be faced was an undiminished vital demand of the vast majority of the Irish people for Home Rule. This demand had been maintained generation after generation in unvarying strength (cheers). He regretted the absence of Sir Edward Carson owing to illness; he had been consistent, courageous and resourceful on behalf of Ulster.

Mr. Asquith continued that he would go any length in protecting the minorities in Ireland, but the claim put forward was absolutely fatal to democratic government. He ridiculed the idea that there would be perpetual friction between the Parliaments of Ireland and Great Britain, and said commonsense and self-interest were safeguards against this. When he heard Mr. Balfour comparing the Government to assassins he could not help recalling Mr. Balfour's denunciation of the Transvaal not more than six years ago. He concluded his speech with an eloquent appeal to the Members not to exercise a baleful influence towards separating the two countries but to unite them in a fruitful and enduring union.

THE MARCONI INQUIRY.

REVISION OF INTERIM REPORT.

London, Jan. 15.
The Marconi Enquiry Committee have revised their interim report to the extent of requiring a committee of independent experts, with a Chairman of judicial or administrative capacity, to report within three months on the merits of the various systems.

RUSSO-CHINESE TREATY.

EXTENSION FOR TEN YEARS.

London, Jan. 15.
A telegram from St. Petersburg states that the Tsar has confirmed the decision of the Council of Ministers to extend the Russo-Chinese commercial treaty of 1881 for a further decade, simultaneously rendering inoperative the provisions appended thereto with reference to free trade on Russian territory within fifty years of the date along the Russo-Chinese frontier.

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62A, QUEEN'S ROAD, HONGKONG.

Hongkong, July 20, 1912.

SPORTING.

Cricket.

Civil Service v. Hongkong 'A'.
The following will represent the Civil Service C.C. v. Hongkong 'A' on Saturday next on Hongkong C.C. ground at 2 p.m.:—R.E.O. Bird, R. O. Hutchison, G. R. Sayer, H. Poole, R. C. Wickett, H. A. Cox, E. B. Reed, F. A. Eldon, A. O. Brown, A. R. Sutherland, E. W. Hamill, &c.

HONGKONG 'B' v. CRAIGSGOWER.
The following will represent the Hongkong Cricket Club 'B' team against Craigsower Cricket Club on Saturday 18th January at Happy Valley. Play to commence at 2 p.m.:—R. Hancock (Capt.) O. Bewick, A. A. Claxton, S. H. Dodwell, E. Hancock, J. W. S. Jellie, M. M. Mass, S. S. Moore, A. G. Oliver, R. N. St. Surgeon Roche, R. N. H. P. Thurnfield.

Billiards.

Mr. McLennan, the winner of the recent handicap at the Grand Hotel, was opposed to Sergeant T. Pitt in a match of 250 up at the hotel last evening, and after a defeat. Pitt, the challenger, owed his opponent 100 and beat him by 36, running out with a 21 break. Mr. J. Logan, of Messrs Ruttonjee and Son, put up a silver cup for the winner, who also took another cup offered by Mr. Collis for the highest break, with 34.

TRONOH MINES IN DECEMBER.

The following figures relating to the work at the Tronoh Mines for December reach us from the General Manager:—Output from mine 3,177.15 piculs, from tributaries 305.52, total piculs 3,542.67. Value from mine \$219,382.27, from tributaries \$22,814.75, total \$242,197.02. Estimated profit from mine (after paying all costs of development, capital expenditure, &c.) \$129,382.27, from tributaries \$1,306.42, total \$130,777.69; total output 1917, 42,866.40 piculs.

HONGKONG—NEW YORK.

REGULAR SAILINGS via PORTS and SUME CANAL.
(With liberty to call at the Malabar Coast.)

FOR BOSTON & NEW YORK

S.S. LOVAT on or about 28th January.
For Freight & further particulars, apply to
DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CAIRO, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND 'AFRIC LINE'
Proposed Sailings from Hongkong

Steamer from Hongkong	On or about	Connecting at Calcutta with	on or about
KUMHANG	Jan. 20	UMLAZI	End of Feb.
DELWAR	Jan. 21		
A. AFICAR	Feb. 6		

For Freight and further particulars apply to
DODWELL & CO., LTD., Agents

THE NANYO YUSEN KUMI

(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya

S.S. HOKUTO MARU, For Kobe direct, ... 20th January.
S.S. BANET MARU, For Singapore, Batavia, Samarang & Sourabaya, End January.

For Freight or Passage apply to
DODWELL & CO., LTD., Agents.

EXPANDED METAL

FOR PLASTER WORK AND RE-INFORCED CONCRETE CONSTRUCTION

AS

USE IN

NUMEROUS

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WORKS

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FOUNDATIONS

WALLS,

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AND AMERICA

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Quotations for any description of Machinery or Engineering Plant on application to

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CONTRACTORS TO HIS MAJESTY'S NAVY.

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GENERAL MANAGERS.

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(ESTABLISHED 1825).

This old-established and world-renowned Company issues policies under all the best and modern methods of Life Assurance to meet varying circumstances.

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A Kingly Drink with a Kingly Title.



King George IV
Scotch Whisky

ONE OF THE FINEST BRANDS OF
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Largest Scotch Whisky
Distillers in the World
EDINBURGH, SCOTLAND.

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Wins Merchants

SHIPPING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on or about the

DATES named	STEAMERS	To SAIL	REMARKS
For	ASSAYE	About 17th Jan.	Freight and Passage.
For	ASSAYE	About 17th Jan.	Freight and Passage.
For	ASSAYE	About 17th Jan.	Freight and Passage.
For	ASSAYE	About 17th Jan.	Freight and Passage.
For	ASSAYE	About 17th Jan.	Freight and Passage.
For	ASSAYE	About 17th Jan.	Freight and Passage.
For	ASSAYE	About 17th Jan.	Freight and Passage.
For	ASSAYE	About 17th Jan.	Freight and Passage.
For	ASSAYE	About 17th Jan.	Freight and Passage.
For	ASSAYE	About 17th Jan.	Freight and Passage.

CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.VIA VANCOUVER
AND

THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG, AND St. John N.B.
SUBJECT TO ALTERATION.

FOR VANCOUVER.	FOR LIVERPOOL.
From Hongkong	From St. John N.B.
EMPEROR OF JAPAN... Sat., Feb. 8.	EMPEROR OF IRELAND... Sat., Mar. 7.
EMPEROR OF INDIA... Sat., Mar. 8.	EMPEROR OF IRELAND... Sat., Mar. 7.
EMPEROR OF INDIA... Sat., Mar. 8.	EMPEROR OF IRELAND... Sat., Mar. 7.

Steamships leave HONGKONG at 7 A.M.

FROM LIVERPOOL	ARRIVE HONGKONG.
To St. John N.B. and R.N. Co.	From Yokohama via Kobe, Nagasaki and SHANGHAI.
EMPEROR OF IRELAND... Sat., Dec. 13.	EMPEROR OF JAPAN... Thurs., Jan. 15.
EMPEROR OF INDIA... Sat., Jan. 10.	EMPEROR OF INDIA... Sat., Feb. 15.
EMPEROR OF INDIA... Sat., Feb. 7.	EMPEROR OF INDIA... Sat., Feb. 15.

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the latest wireless apparatus. Each Trans-Pacific steamer connects at Vancouver with a Mail Express Train and at St. John N.B. with Atlantic Mail Steamers as shown above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

HONGKONG TO LONDON, via Canada, Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic line either from Canadian Ports or from New York or Boston.

REPEAT THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Government. Full particulars on application to Agents.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

E. M. S. 'MONTAGUE' carries only 'One Class' of Saloon Passengers (except intermediates) and accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Saloon on Intermediate Steamer 'Montague' and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

Via New York \$45.

For further information, apply to D. W. GARDNER, General Traffic Agent, Corner Pedder Street and Praya (Opposite Blake Pier).

NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATION	STEAMERS	SAILING DATE
MARSHALLS, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID.	BISHIMA MARU, Capt. A. E. Moss, Tons 16,000.	WEDNESDAY, 20th Jan., at Daylight.
	KAGA MARU, Capt. G. Tabuchi, Tons 12,500.	WEDNESDAY, 12th Feb., at Daylight.
VICTORIA, B.C., & SEATON, via SHANGHAI, MOJI, KOBE, YOKOHAMA, ORI, & YOKOHAMA.	SADO MARU, Capt. Asakawa, Tons 12,500.	FRIDAY, 17th Jan., at Noon.
	YOKOHAMA MARU, Capt. E. Noda, Tons 12,500.	TUESDAY, 28th Jan., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	NIKKO MARU, Capt. M. Yagi, Tons 9,000.	FRIDAY, 12th Feb., at Noon.
	KUMANO MARU, Capt. M. Winkler, Tons 9,000.	WEDNESDAY, 12th Mar., at Noon.
CALCUTTA via SINGAPORE, PENANG, & RANGOON.	HAKATA MARU, Capt. H. Nomura, Tons 12,500.	SATURDAY, 26th Jan., at Noon.
KOBE & YOKOHAMA.	HITACHI MARU, Capt. T. Saito, Tons 12,500.	THURSDAY, 30th Jan., at 11 a.m.
SHANGHAI, KOBE AND YOKOHAMA.	GINSEN MARU, Capt. M. Machida, Tons 6,000.	MONDAY, 20th Jan., at Noon.
BOMBAY, via SINGAPORE, PENANG, & COLOMBO.	RANGOON MARU, Capt. Kamehara, Tons 6,000.	MONDAY, 20th Jan., at Noon.
SHANGHAI, MOJI AND KOBE.	SANUKI MARU, Capt. Richard, Tons 12,500.	WEDNESDAY, 15th Jan., at Noon.
NAGASAKI, KOBE AND YOKOHAMA.	KUMANO MARU, Capt. M. Winkler, Tons 9,000.	WEDNESDAY, 12th Feb., at Noon.

Fitted with new system of wireless telegraphy.

Cargo only.

PASSENGER SEASON FOR 1913.

FOR EUROPE.

Steamer	Tons Displacement	Leaving
MISHIMA MARU	12,500	29th January
KAGA	12,500	12th February
ATSUTA	12,500	26th February
MIYABAKI	12,500	12th March
KITANO	12,500	26th March
ITO	12,500	9th April
HIRANO	12,500	23rd April
TANGO	12,500	7th May

FOR AMERICA.

Steamer	Tons Displacement	Leaving
INABA MARU	12,500	11th February
SHIZUOKA	12,500	25th February
AWA	12,500	11th March
ABU	12,500	25th March
YOKOHAMA	12,500	4th April
INABA	12,500	22nd April
SHIZUOKA	12,500	6th May

For further information as to Freight, Sailings, etc., apply to

T. KUBOMOTO, Manager,

Telephone Nos. 293 & 1241.

SHIPPING

THE BIG 4 OF THE PACIFIC MAIL S.S. CO.

MONGOLIA	MANCHURIA	KOREA	SIBERIA
12,000 tons, twin screws.	17,000 tons, twin screws.	15,000 tons, twin screws.	18,000 tons, twin screws.
Also 100, 11,000 tons, China, 10,000 tons, and 8,000 tons.			

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine Games, Amusements, Wireless, Submarine Signal service and Bilge Keels.

THE COST is not more by this route with its unrivalled opportunities, than by any other route. For return tickets to London the cost is 1/2 less than by any other route. For the INTERMEDIATE SERVICE First Class accommodations are provided for \$24 to London (return ticket 48/6) and to San Francisco 42/6. SPECIAL RATES to officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS	Tons	Starting	TUESDAY	23rd Jan.	at 1 p.m.
PERSIA	9,000	Starting	TUESDAY	23rd Jan.	at 1 p.m.
KOREA	18,000		TUESDAY	18th Feb.	at 1 p.m.
SIBERIA	18,000		TUESDAY	25th Feb.	at 3 p.m.
CHINA	10,000		TUESDAY	4th Mar.	at 1 p.m.
MANCHURIA	17,000		TUESDAY	18th Mar.	at 3 p.m.
NILE	11,000		TUESDAY	18th Mar.	at 3 p.m.

* Intermediate Steamers.

Passengers holding through tickets have the privilege of travelling by train between Kobe and Yokohama free of charge.

HONGKONG-MANILA SERVICE.

FROM HONGKONG	Arrive	Leave	FROM MANILA	Due
Hongkong	Feb. 27	Feb. 21	Manila	Feb. 23
Feb. 28	March 20	March 8	NILE	March 10
April 13	April 17	March 18	MONGOLIA	March 15
May 13	May 15	April 5	PERSIA	April 7
June 3	June 5	April 13	KOREA	April 15

LET US PLAN AN ITINERARY FOR YOU.

King's Building (Opposite Blake Pier). Telephone No. 141.

FRED J. HALTON, Agent.

Panama-Pacific International Exposition—San Francisco—1915.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU & TENYO MARU.

Speed 21 Knots. Displacement 22,000 Tons.

AND TWO TWIN SCREW S.S. NIPPON MARU INTERMEDIATE STEAMER

Speed 18 Knots. Displacement 11,000 Tons.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Captain	Date of Sailing
Tenyo Maru	E. S. S. S. S.	Friday, 17th Jan., at Noon.
Shinryo Maru	E. S. S. S. S.	TUESDAY, 11th FEB., at Noon.
Chiyo Maru	W. W. Green	TUESDAY, 11th MARCH, at Noon.
Nippon Maru	A. G. Stevens	TUESDAY, 1st APRIL, at Noon.

The S.S. TENYO MARU will be despatched for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, the 17th January, at Noon.

SOUTH AMERICA LINE.

(In connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO, and the TEHUANTEPEC NATIONAL RAILWAY AT SALINA CRUZ).

The only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers:

BUYO MARU, HONGKONG MARU & KIYO MARU.

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE & VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Tons	Date of Sailing
Kiyo Maru		Saturday, 1st Feb., at Noon.
Buyo Maru		THURSDAY, 3rd APRIL, at Noon.
Hongkong Maru		WEDNESDAY, 4th JUNE, at Noon.

ALL STEAMERS are equipped with Japanese Government WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL FARES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL & CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For full particulars as to Passage and Freight apply to

S. MORIMOTO, Agent.

KING'S BUILDING (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

TRANS-PACIFIC SERVICE

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

The only direct train service, without transshipment, also shortest and fastest route

Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the Principal Ports in Mexico, Central and South America.

For VICTORIA, B.C. & TACOMA via KOBE, YOKOHAMA & YOKOHAMA

Steamers

Captains

Leave

SEATTLE MARU, T. Saito, Thursday, 23rd Jan. at 2 p.m.

MEXICO MARU, N. Kobayashi, Wed. day, 5th Feb. at 2 p.m.

OHIO MARU, L. Goto, Thursday, 20th Feb. at 2 p.m.

CANADA MARU, K. Hori, Wed. day, 5th Mar. at 2 p.m.

TACOMA MARU, J. Hamada, Saturday, 22nd Mar. at 2 p.m.

PANAMA MARU, J. Kanada, Wed. day, 2nd April at 2 p.m.

* Calling at NAGASAKI, KOBE, YOKOHAMA & YOKOHAMA.

* Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & YOKOHAMA.

* Calling at MOJI, KOBE, YOKOHAMA & YOKOHAMA.

These Newly Built Steamers have fast speed and are fitted with the Wireless Apparatus. A limited number of Cabin passengers carried at low rates. Best adapted for carrying Silk, Treasure and Perishable. Special attention given towards Express connection.

SOUTH CHINA COAST PORTS AND FORMOSA SERVICE.

(For FOCHOW via SWATOW AND AMOY.)

Steamer

Captain

Leave

KAIJO MARU, Y. Yamamoto, Wednesday, 29th Jan., at 10 a.m.

For TAMSUI via SWATOW & AMOY.

Steamers

Captains

Leave

DAIJIN MARU, T. Fuchigami, Sunday, 19th Jan., at 10 a.m.

DAIGI MARU, Y. Sonekawa, Sunday, 26th Jan., at 10 a.m.

For ANPING & TAKAO via SWATOW & AMOY.

Steamer

Captain

Leave

SOSBU MARU, K. Tashira, Wednesday, 22nd Jan., at 8 a.m.

For CANTON (Direct).

Steamer

Captain

Leave

SOSBU MARU, K. Tashira, Friday, 17th January.

These steamers of the Coast and Formosa Line have excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from SOON LIP WHARF (near the Harbour Office, Praya Central).

For further information, apply to

Z. KAMIYA, Manager,

Second Floor, No. 1, Queen's Building

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR

STEAMERS

TO SAIL

HAIPHONG

SHANGHAI

TSINGTAU & CHEFOO

MANILA, CEBU & ILOILO

SHANGHAI

MANILA CARNIVAL—Special reduced fare \$50 return. S.S. 'Tea' sailing 28th January.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANUI'.

MANILA LINE. Twin Screw Steamers 'Tea' & 'Taming'. Saloon accommodation amidships; Electric Fans fitted; extra state-rooms on deck; aft. Saloon accommodation of S.S. 'Railton' is situated on deck; aft. Electric Fans fitted.

SHANGHAI LINE. FAST SCHEDULE TWIN SCREW STEAMERS—(S.S. 'Aoki', 'Chama', 'Lima', 'China')—with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

REDUCED FARES: Single \$45 Return \$75.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR

STEAMERS

TO SAIL

SHANGHAI via SWATOW...CHYTSANG...FRIDAY, Jan. 17, Daylight.

MANILA...YUENSANG...SATURDAY, Jan. 18, at 2 p.m.

SINGAPORE, PENANG & KUMSANG...SATURDAY, Jan. 18, at 4 p.m.

SHANGHAI via SWATOW...KOONSANG...TUESDAY, Jan. 19, Daylight.

SINGAPORE...FAUSANG...TUESDAY, Jan. 21, at 3 p.m.

SANDAKAN...MAUSANG...FRIDAY, Jan. 24, at 3 p.m.

MANILA...LOONGSANG...SATURDAY, Jan. 25, at 2 p.m.

RETURN TOURS TO JAPAN. (Occupying 21 days).

The steamers Katsung, Nansang and Fookang leave about every 2 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Meiji to Hongkong. Time occupied 20 days. This service is supplemented by the Laisang and Katsung leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 18 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dulay, Weihaiwei & Tsingtau.

Taking Cargo on through Bills of Lading to Khat, Lahad Datu, Simporna, Iawa, Uakun, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

Hongkong, July 19, 1912.

THE ROYAL MAIL STEAM PACKET COMPANY

'SHIRE' LINE SERVICE.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR

STEAMERS

Date of Departure.

LONDON, ROTTERDAM & ANTWERP...MONMOUTHSHIRE...about 21st Jan.

LONDON & ANTWERP...PEMBROKESHIRE...about 4th Feb.

SHANGHAI, KOBE AND YOKOHAMA...DEN OF CROMBIE...about 10th Feb.

LONDON & ANTWERP...CARMARTHENSHIRE...about 1st Mar.

SHANGHAI, KOBE AND YOKOHAMA...DEN OF GLAMIS...about 10th Mar.

Does not carry passengers.

These steamers have superior accommodation for a limited number of First-Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, February 15, 1912.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. 'JELUNGA' 5,206 tons, Capt. Macfadyen, will be despatched for SHANGHAI, KOBE & MOJI, on 18th January, at 3 p.m.

S.S. 'JAPAN', 5,013 tons, Capt. Seddon, will be despatched for KOBE and MOJI (Yokohama if sufficient inducement offered) on 29th January.

WESTWARD.

S.S. 'DILWARA', 5,278 tons, Capt. Bishop, will be despatched for SINGAPORE, PENANG and CALCUTTA, on 4th January.

SHIPPING

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.PROPOSED SAILINGS OF MAIL STEAMERS
HOMeward PASSENGER SEASON 1913.

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR

LOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leave Hongkong	Connecting Steamers	Due	Due
to Colombo		from Colombo to	Marseilles and	PLYMOUTH
		London	(Brindisi)	(London)
			2 days later	1 day later
Steamer	Tons	Steamer	Tons	
INDIA	8000	MOULTAN	10000	Feb. 21
ASSAYE	7500	MALOA	12500	March 7
HIMALAYA	7000	MOREA	11000	March 13
DEVANHA	8000	MARMORA	10500	March 29
DELTA	8000	MEDINA	10500	April 12
INDIA	8000	MOREA	11000	May 2
ASSAYE	7500	MONGOLIA	10000	May 18
DEVANHA	8000	MACEONIA	10000	May 24
DELTA	8000	MALWA	11000	June 7
ASSAYE	7500	MOULTAN	10000	June 13
		MOREA	11000	June 23
				July 12

Passengers change Steamers at COLUMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLUMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON.

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd £48.85

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Due Marseilles	Due London
HOYARA	7000	January 22	Feb. 23
SUNDA	8000	February 5	March 5
SARDINIA	7000	February 19	March 19
SOMALI	7000	March 5	April 2
WAMUR	7000	March 19	April 16
WANKIN	7000	April 2	May 14
WYANZA	7000	April 16	May 18
NORE	7000	April 30	June 13
NILE	7000	May 14	June 17

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES, as noted.

FARES TO LONDON.

1st SALOON £55.00 SINGLE, £82.10 RETURN.

2nd £38.10

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

For further particulars apply to

E. A. HEWETT,

Superintendent.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

For	STEAMERS	Captain	To Sail.
SHANGHAI, KOBE AND YOKOHAMA	MAGELLAN	Charbonnel	17th Jan., about Noon.
SHANGHAI, KOBE AND YOKOHAMA	V. CIOTAT		7th Jan., about 6 p.m.
MARSEILLES, Via Ports...	DUMBEA		28th January, at 1 p.m.

TRANSITING on the Co's Steamers at Colombo for Ceylon, Bombay and Australia, at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London, via Paris, from £27.10 up to £71.10, 20 hours delivery from MARSEILLE to London; Interpret a meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, Agent,
OTTEN'S BUILDING

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft 'HANSA.'

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES,
via STRAITS AND COLUMBO,
To MARSEILLES, HAVRE, BREMEN & HAMBURG, & TO NEW YORK,
and from HONGKONG, MANILA & JAPAN to VANCOUVER (B.C.)
and PORTLAND (Or.)

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, and other Mediterranean Ports, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

Outward.	Homeward.
For Shanghai, Kobe & Yokohama	For Havre, Bremen & Hamburg
S.S. O.J.D. ABLERS...11th Feb.	S.S. ARMENTA...24th Jan.
S.S. SILESIA...15th Feb.	For Rotterdam, Bremen & Hamburg
S.S. SUEVIA...15th Feb.	S.H. FURST BUELOW...24th Jan.
S.S. SPEZIA...26th Feb.	For Havre, Bremen & Hamburg
S.S. SCANDIA...10th Mar.	S.S. ALTHAR...24th Feb.
S.S. SITHONIA...23rd Mar.	For Marseilles, Bremen, Hamburg & Antwerp
	S.S. GOLDENFELS...10th Feb.
	For Vancouver (B.C.) & Portland (Or.)
	S.S. SITHONIA...23rd March.

For further particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

THE CHINA MAIL

COMBINED COLOURED

TYPHOON MAP & GUIDE

Showing tracks and daily progress of the big Typhoons during the last twenty years.

And enabling one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING

Price 40 cents.

From the CHINA MAIL Office.

SHIPPING

THE BANK LINE, LTD.

(ANDREW WEIR & CO.)

REGULAR SERVICE FROM HONGKONG TO
VICTORIA, VANCOUVER, B.C., SEATTLE, and
TACOMA

via SHANGHAI & JAPAN PORTS.

Carrying Cargo on through Bills of Lading to all Overland Common Points.

Steamer	Sailing
OCKLEY	29th January.

To be followed by other steamers of the Company at regular intervals.
The Bank Line Steamers are of the Newest Design, have most Commodious Accommodation and are fitted throughout with Electric Light and Wireless Telegraphy.Special Parcel Express to American and Canadian Ports.
Will call at AMOY and KEELUNG if sufficient inducement offers.

For Rates or Freight or Passage apply to

THE BANK LINE, LIMITED,
KING'S BUILDING, Prince's Street.

Telephone No. 120.

NEW YORK LINE.

REGULAR SERVICE FROM
JAPAN, CHINA & STRAITS TO NEW YORK VIA SUEZ CANALOperated by Steamers of the
AMERICAN & MANCHURIAN & AMERICAN & ORIENTAL LINES.

Steamer early.

For Rates of Freight, and further particulars apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

AFRICAN LINES.

ORIENTAL AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.

S.S. DUNERIO, 3,000 tons,End of February.

And regularly thereafter.

For rates of Freight or regularly Passage apply to

THE BANK LINE, LIMITED,
Managing Agents.

INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from Hongkong to Beira, Delagoa Bay, Durban (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to steamers of the Indian African Line.

PROPOSED SAILINGS.

From HONGKONG. From COLOMBO.

21st Jan. Connecting with s.s. Salamis 10th Feb.

For Rates and further information, apply to

THE BANK LINE, LIMITED,
(MANAGING AGENTS).NORDDEUTSCHER LLOYD,
BREMEN

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	Tons	To Sail.
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NAPLES, GENOA, ALGIER, PRINZ LUDWIG, GIBRALTAR, SOUTHAMPTON, FOM, ANTWERP & BREMEN... (18,300) ...22nd Jan., at 10 a.m.

SHANGHAI, NAGASAKI, BREMEN, KOBE & YOKOHAMA... (20,800) ...About 23rd Jan.

MANILA, ANGAUR, YAP, COBLENZ, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE... (6,100) ...23rd Jan., at 9 a.m.

KOBÉ & YOKOHAMA... (8,000) ...TUESDAY, 4th Feb.

KUDAT AND SANDAKAN... BOERNEO, Capt. F. Semhill... Beginning of February.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telephones.

For further Particulars apply to

Norddeutscher Lloyd,
MELOHRES & CO.,
General Agents, Hongkong & China.

PHILIPPINES STEAMSHIP Co.

Steamer	Tons	Captain	For	Sailing Date
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SANTO... 4,000 F.S. McMurray Manila, Mangarin, Jan. 15, at 4 p.m.

RUBI... 4,000 J. Miller Manila, Mangarin, Jan. 25, at 4 p.m.

PHILIPPINES CARNIVAL—Fas. 1 to 9, 1913. For sailing on January 22, special reduced rate, HONGKONG—MANILA and return \$50.00. Return tickets are available for one month from date of issue. No Pollax.

For Freight or Passage, apply to

Shewan, Tomes & Co. General Managers.

SHIPPING

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST DIRECT SERVICE TO TRIESTE,
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID.

Accelerated Train Service from Trieste to Paris, London and Berlin.

S.S. KOERBER, 9300 tons, will leave as above on 19th January, at 5 p.m.

S.S. BOHEMIA, 7900 tons, will leave as above on 13th February, at 5 p.m.

Suez rates, Hongkong—Trieste, Venice 230 2nd class, 238 3rd class.

Superior accommodation for 1st and 2nd Class and Cabin passengers. No extra, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

TO SHANGHAI.

S.S. KOERBER, 9300 tons, will leave as above on 8th January, at Daylight.

S.S. BOHEMIA, 7900 tons, will leave as above on 29th January, at Daylight.

Cheap rates Hongkong—Shanghai 23 1st class, 24 2nd class and 23 3rd class.

MONTHLY ORDINARY SERVICE.

S.S. VORWAERTS, 12900 tons, will leave for TRIESTE, FIUME and VENICE, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, about 1st February.

S.S. E. F. FERDINAND, 12900 tons, will leave as above about 3rd March.

TO KOBE.

S.S. E. F. FERDINAND, 12900 tons, will leave as above and to Yokohama via Shanghai about 1st February.

S.S. AUSTRIA, 14000 tons, will leave as above about 2nd March.

Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.

Cargo taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & CO., Agents,
PRINCE'S BUILDING.

Hongkong, January 3, 1912.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMERS	CAPTAIN	LEAVING
HAICHONG	Capt. W. C. Passmore	FRIDAY, 17th Jan., at Daylight.
HAITAN	Capt. J. S. Roach	TUESDAY, 21st Jan., at Daylight.
HAIFYANG	Capt. A. E. Hodgins	FRIDAY, 24th Jan., at Daylight.

† Not Calling at Swatow.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

HAIMUN	Capt. J. W. Evans	SUNDAY, 19th Jan., at 10 a.m.
		WEDNESDAY, 22nd Jan., at Daylight.

Steamers will arrive at, and depart from the Company's Wharf near Blake Pier.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,
General Managers.

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE
TO AUSTRALIA, via MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EASTERN EMPIRE	Feb. 7.	Feb. 1st at 11 a.m., March 1st at 11 a.m.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO
Agents.

Hongkong, November 2, 1912.

DIRECT ROUTE TO AMERICA.

GREAT NORTHERN STEAMSHIP COMPANY.

S.S. MINNESOTA
Capacity 28,000 Tons. Length 630 Feet. Beam 73 Feet.
21,000 Tons Gross Register. 34,500 Tons Displacement.
EQUIPPED WITH WIRELESS TELEGRAPHY.
(CAPT. T. W. GARLICK).SAILE FROM HONGKONG ON MONDAY, February 3rd, at Noon
FOR
SEATTLE, via NAGASAKI, INLAND SEA, KOBE
AND YOKOHAMA.

LUXURIOUS PASSENGER ACCOMMODATION—Salles and state-rooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Direct connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States, Canada and Europe.

Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For full information regarding freight or passage apply to
NIPPON Yusen Kaisha, PRINCE'S BUILDING.
Hongkong, November 1, 1911.

THOS. COOK & SON.

TOURIST STEAMSHIP & FORWARDING AGENTS,
BANKERS, etc.

Head Office for the Far East: 18, DES VERTS ROAD CENTRAL, HONGKONG.

SHANGHAI, 23, POONWY ROAD. YOKOHAMA, 23, WAKA STREET.

TICKETS applied to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged on ALL PARTS of the World.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CASHIER NOTES ISSUED and CASHED.
FURNISH MONIES.

Sole Agents—LADGATE GROVE, LONDON, E.C.

Notices to Consignees

'MOGUL' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP DUNEDIN.

FROM MIDDLESBOROUGH, GLASGOW, LIVERPOOL & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holte's Wharf at Rowloom, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to suit.

All claims against the steamer must be presented to the Underinsured on or before the 10th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, January 13, 1913.

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INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Co's Steamship Leasing having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m., the 13th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, January 11, 1913.

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IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship COEDEN, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns and/or extra basements Godowns of the Hongkong and Shanghai Wharf and Godown Company, Limited, Rowloom & West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forward on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 17th of January will be subject to suit.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th of January, at 9.30 a.m.

All claims must reach us before the 24th of January, 1913, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underinsured.

This steamer brings Cargo: Ex a.m. Cebu from Venice via Port Said, NORDDEUTSCHER LLOYD, MELOHRES & CO., General Agents.

Hongkong, January 10, 1913.

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TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, via HONOLULU AND JAPAN PORTS.

THE Steamship TOKYO MARU, having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading or counter-signatures, and to take immediate delivery of cargo from alongside.

Cargo remaining undelivered on MONDAY, 13th January, at 5 p.m., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No claim will be recognized after the Goods have left the Steamer or Godown, and all goods remaining undelivered on FRIDAY, 17th inst., afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged cargo to be left on board or in Godown, examination of same to be held on THURSDAY, 18th inst., at 3 p.m.

